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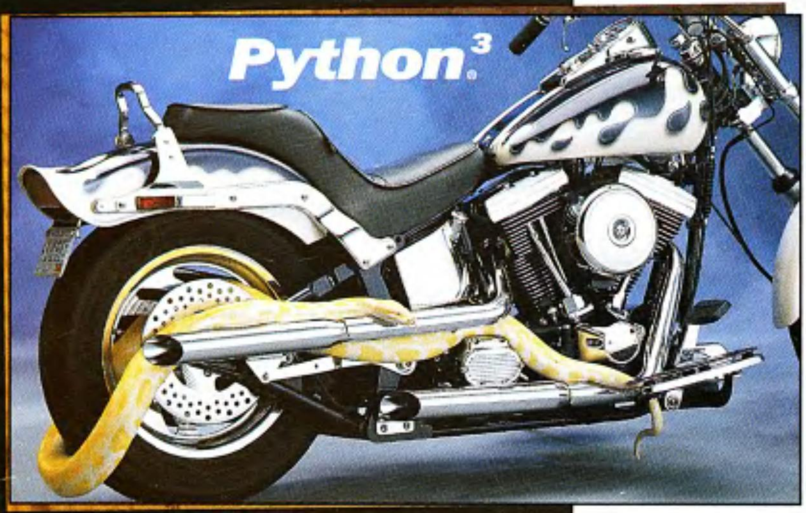

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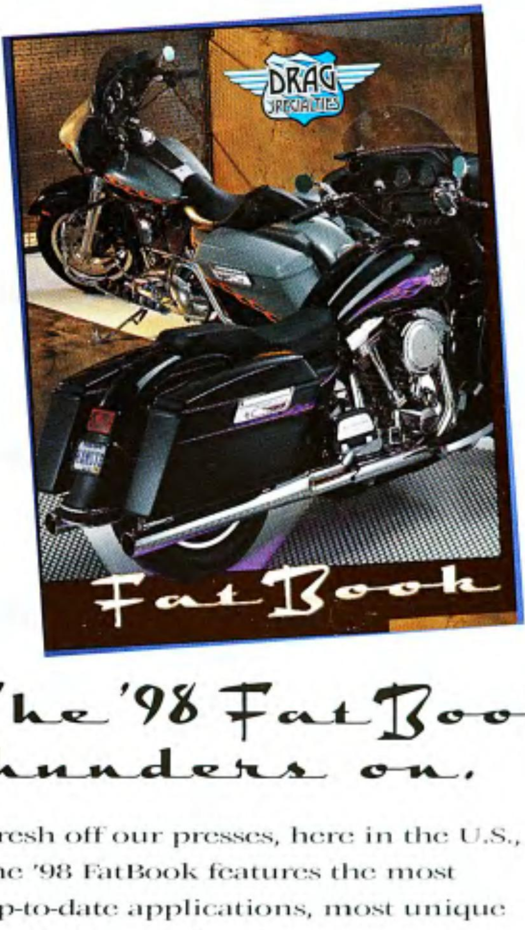


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DRAG SPECIALTIES

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# TAKING IT EASY

Here's another winner. A woman bought a tube of contraceptive jelly, spread it on a piece of toast, and ate it. She then had unprotected sex, believing she was "safe," and became pregnant. So now, of course, she's suing the pharmacy.

Now here's a woman who might be some men's dream come true. His wife demanded sex several times every day. Finally, one day when she wanted it for the fifth time, he was unable to get it up so she hit him on the head with a wooden plant stand. Enough was enough so he called the cops and had her arrested. (What's a man to do?)

This guy was put in jail for six weeks because a police field test found he had heroin in his pocket. The state lab finally got around to analyzing the substance, which was determined to be vitamin pills that had gone through a wash cycle while in the pocket of his pants. The police lieutenant said, "The field test is not foolproof." (Can we quote you?)

Farmers in Sweden are upset at their inability to sell straight cucumbers in Europe. European Unity regulations require prime cukes to bend one cm for every 20 cm's in length.

A murder defendant seated on a bench in a courtroom with other defendants at the daily arraignment fell into a sound sleep as he awaited his case to be announced. He was still asleep later when his two daughters and a public defender entered a not-guilty plea for him, but just then a benchmate shook him awake. Aroused from his sleep but not aware of what was going on, he rose and shouted, "I plead guilty." He was charged with stabbing a close friend to death, and (lucky for him) the judge permitted the not-guilty plea to stand.

A woman in England passed her driver's test after only three failures. Her success was hard to come by, as she had taken 1,800 lessons over 27 years with 10 instructors. Most of her instructors had told her that she was such a bad driver she shouldn't even try the exam. Her husband (who was a cop) told a reporter that the first thought crossing her mind about crashing causes her to flail wildly at the brakes and steering wheel. Watch out if you're in the UK!

He received a 2,200-year sentence in 1994 but appealed and won a new trial. He was convicted again and, this time, given more than 90 additional centuries behind bars, a total of 11,250 years, including 40 centuries each for rape and sodomy, 17-1/2 centuries for kidnapping, 10 centuries for burglary and robbery, and five centuries for grand larceny. In July 1997 the state Court of Criminal Appeals held that the grand larceny charge was double jeopardy on the robbery conviction and dismissed it, speeding the release date up five centuries to the year 12,744 A.D.

She had a bad sinus problem and went to the doctor. After a complete examination he found a button that had been stuck in her nose for at least 35 years! After all that time she recognized it as a button that had fallen off a costume she wore as a high school cheerleader in the early '60s.

Here's another item from England. The student government at a university in England appointed someone to patrol the grounds and stop couples' public displays of affection. In one place, petting was banned from the dining hall, and another facility was divided into heavy- and light-petting-allowed zones. Also banned was sexual intercourse in libraries between 3 a.m. and 8 a.m.

This sounds far-fetched, but, believe me, I didn't make it up. A guy decided to rob a post office but made several blundering errors. First, he forgot a disguise. Then, once inside, he agreed to hand over his savings book to the counter staff. He did at least persuade them to hand over some money, but his hands were so full of cash that he had to ask two kids to open the door for him. Then he took a train to a town he was familiar with and checked into a country club, telling the receptionist, "If the police ask for me, I'm not here." Now here's the clincher. When he was arrested, he gave his occupation as "armed robber."

Shirley, 79, was killed after trying to mow her lawn while walking her dog. Seems she entangled herself in the dog's chain, which she had tied around the lawnmower. She then fell into her pond and drowned along with her dog.

Two common indications of nervousness are trembling hands and the need to urinate. The latter was such a problem at the airport in Amsterdam that the floors of men's toilets were soaked with piss (most of them concerned with the prospect of their upcoming flight). The airport staff finally hit upon a possible solution. The cleaners started painting flies on the inside of the urinals, the theory being that men would always aim for the little guys, trying to piss 'em down the drain. Guess what? It worked. It reduced pissing anywhere but the urinal 80 percent, and the toilet manufacturers are now producing a line of urinals complete with pre-painted flies. As someone on the airport staff in Amsterdam said, "There's something about male psychology that makes them aim for targets when they pee."

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ENTERTAINMENT FOR ADULT BIKERS *and backyard builders* • NUMBER 300 • JUNE 1998

Cover photo of Christa, Andrea, and Cleo by Steven Gunn. Special effects imaging by Roberta Conroy.

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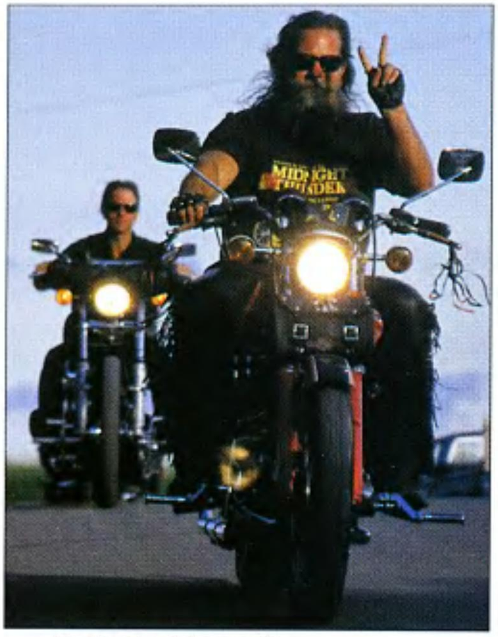
See more of Nikki Nova and John Ward's flaming Softail, page



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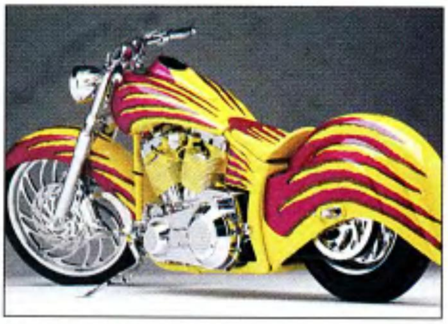

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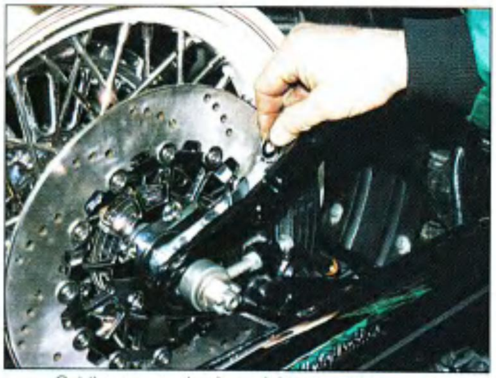

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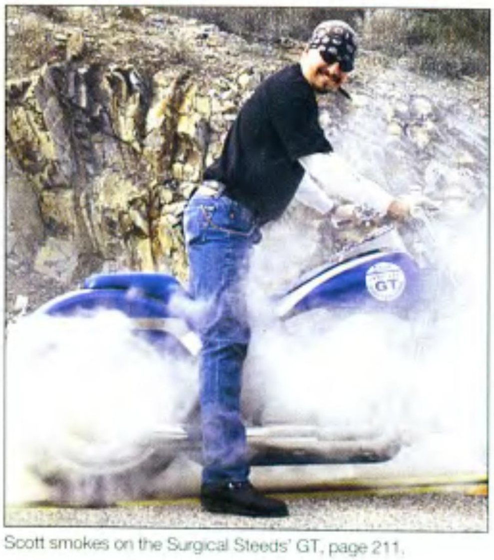

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The Audit Bureau

# WORDMONGER

**Salute To A Saloon**
Great "Hard-Core NYC Troubadours" article and photos (February '98 issue). Enjoyed it. What's the tattoo on Indian Larry's neck say? Noticed the writing but couldn't decipher it (bottom photo, page 91)

By the way, a salute to Red Rock West Saloon—any place that serves Guinness on draught has to be the place to be. I'll check it out when in NYC.

C.C.R.
South Lyon, Michigan

*In God We Trust*
*Vengeance Is Mine*
*Save The Lord*
*No Fear.*

**He's Seen The Light**
I read with great interest the "Oregon Bans Tits" article by Mr. Oz in the *Easynews* section of the March '98 issue. I would like to thank him for pointing out just one more great reason to read your excellent technical journal. *Nudity*. I looked through my March issue and several back issues lying around the garage, and just as he says, your publication depicts *nudity*.

For all these years I must have been distracted by the excellent photography, shiny chrome, luminescent paint jobs, the superior technical advice and analysis presented, and the fine editorial opinions offered and have failed to notice this other minor detail.

I will now be able to let my subscription to *Shaved Lovelies With Triple D Cups* expire and divert that money to extend my *Easyriders* subscription.

Bikes and nudity—what a concept.

W.V.
Brook Park, Ohio

**Trying To Learn**
I'm a 26-year-old who is trying to learn about Harley-Davidsons. I just ran across a Flathead motor my uncle has and have been asking a lot of questions about it. I found out that Flathead motors started production in the early '30s through the late '60s to early '70s. So I'm wondering why they aren't talked about like the other four motors (Knucklehead, Panhead, Shovelhead, and Evo). If they were around that long, they must have been pretty good motors.

R.C.H.
Monticello, Wisconsin

*You're right, but the key difference is the usage of overhead valves. That's why they are not lumped into the big twin OHV family—although they're highly respected.*

**A Polar Bear Writes**
Living up in the land of the polar bear (Canada), it ain't easy gettin' ahold of some of the junk in your rag. A sweet little voice from your advertising dept. helped me out, and I ended up getting what I wanted. Thanks from way up North.

Reddog
Montreal, Canada

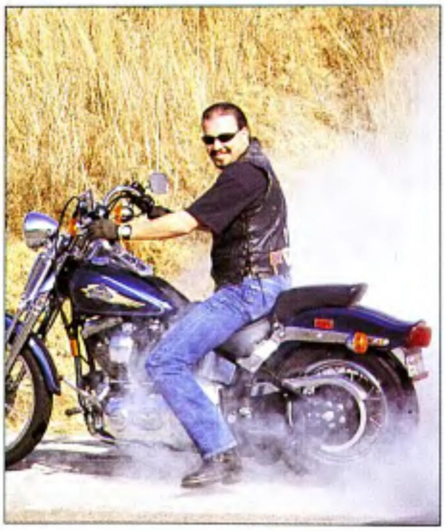
**Keep Oil Can Comin'**
I've thought dozens of times about writing to you and saying how much I love the mag and blah, blah, blah. You used to show pussy hair, but now it's "cover them cunts." But that's not why I'm writing you you. No! It's that fuckin' Oil Can!

I just got my March issue and was reading it from cover to cover when I got to the write-up on the Springer Softail. *Sonuvabitch*! That Oil Can and his "Jerry Springer shit" got me laughing so hard I coughed, puked, pissed, shit, and an eyeball fell out. When I finally quit laughing, I got a bloody nose.

I have a good idea, though, about how we can avoid such convulsive fits of uncontrolled laughter in the future. Next time you're shorthanded or "too busy," and there's one of those "Oh here, take this new bike out and beat the shit out of it and see what ya think" bikes sittin' around, *give me a call*. Then Oil Can can hit the local Improv. If he's got more of that "in your face, you stupid prick" stuff upstairs in his gourd, *the man's gotta kill!* Then everyone will be happy. I'll ride the fuck outta some putt, and Oil Can will have embarked on a lucrative new career (part-time, full-time, who cares?).

Seriously now, ya gotta keep the babes and the bikes and humor like that comin'. It's cool when you can get this old "vet in debt" laughin' that hard.

Big Jake
Muscoda, Wisconsin →



# CALIFORNIA MOTORCYCLE COMPANY

"Romine Racing"
Patty Romine and Mike Romine With "The Crew" From CMC Rey Sotelo, Cliff Fenske, and Mike Maffei

Patty Romine's 1998 CMC Road Warrior

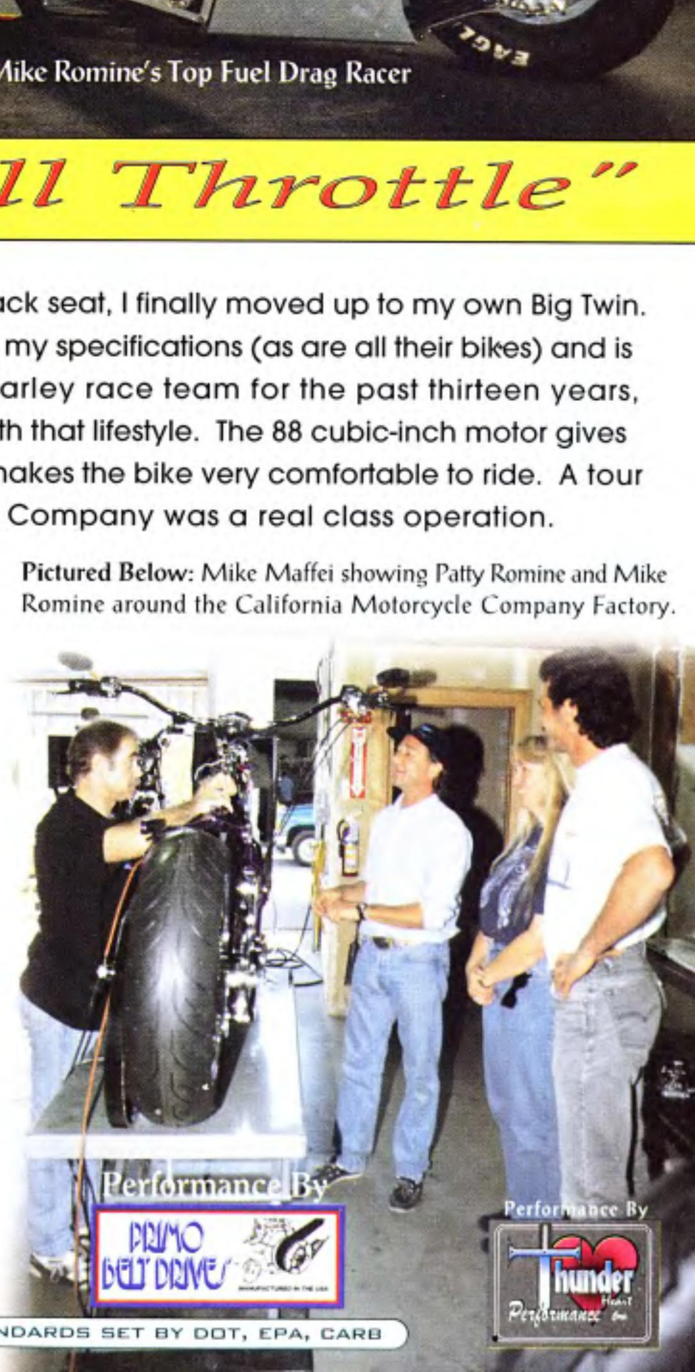
Mike Romine's Top Fuel Drag Racer

## "Live Life Full Throttle"

After many years of riding smaller bikes and on the back seat, I finally moved up to my own Big Twin. I am very excited! My new CMC was custom built to my specifications (as are all their bikes) and is exactly as I pictured it. As Crew Chief on a Top Fuel Harley race team for the past thirteen years, high performance is my life. My new bike is a perfect fit with that lifestyle. The 88 cubic-inch motor gives me all the power I need and the 2-inch lower suspension makes the bike very comfortable to ride. A tour of the factory convinced me that California Motorcycle Company was a real class operation. We visited every facet of the factory, from motor assemble to the paint shop. I was very impressed with the personal care that each motorcycle receives. These people really enjoy building motorcycles! I am very happy with my move to an 88-inch, custom built CMC.

Patty Romine
"Romine Racing"

**Pictured Below:** Mike Maffei showing Patty Romine and Mike Romine around the California Motorcycle Company Factory.

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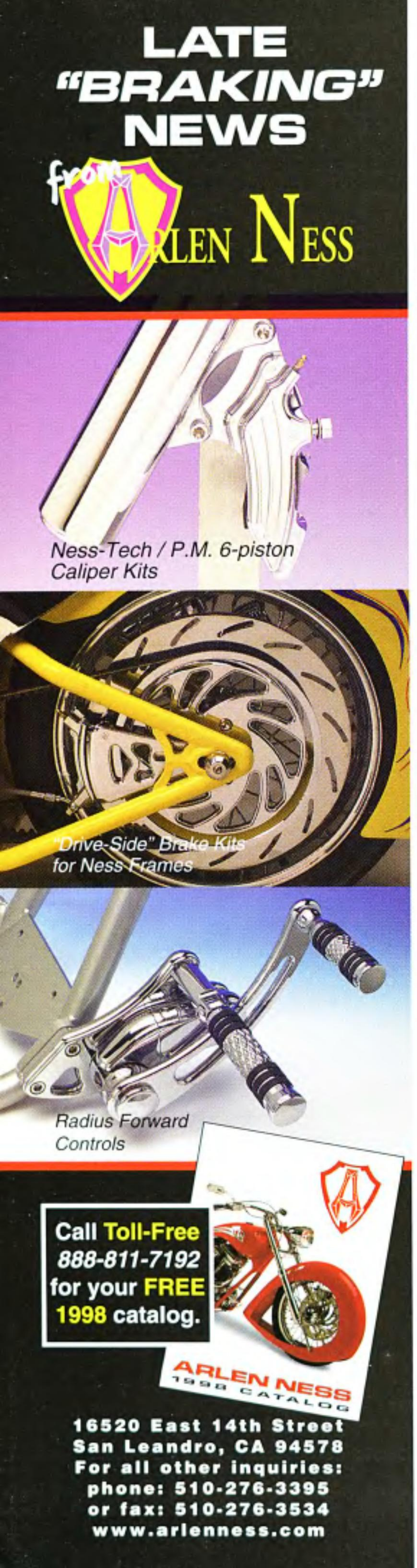

**Many Thanks**

Last year I decided to tear down my '74 FL and totally redo the bike from the ground up. After taking my baby apart, I began sorting out parts for rebuilding, rechroming, etc.

Now this might not seem like a big deal to some folks, but mechanics "ain't my bag." Nevertheless, I tore it down in one evening (with the help of a case of beer). So where's this story going, you ask? Well, you can only thank people so many times before it becomes repetitive, and the only way to express your gratitude is to tell everyone.

The guys at Heaven Cycle in Miami (Sam, Crickett, Steve, and Bruce) went out of their way to get me all the right parts. And if by chance they didn't have them in stock (rarely), they got the part within two days.

Along with the wrenches of Pat Mills, Steve Labarga, and Nick Fredella, I was able to build my dream bike. There's nothing fancy about her, she's just clean and simple.

I sure hope you guys print this along with the enclosed photo to help me say thanks to these guys.

Bobby Alosta
Miami, Florida

**INA vs Torrington**

I just had the dealer install a Screamin' Eagle SE-4 cam in my Softail. I asked to have a Torrington cam bearing installed, and the dealer called me and said a Screamin' Eagle cam won't work with a Torrington bearing—I would have to get an Andrews cam if I wanted a Torrington. They, in turn, installed an INA and said the factory would back the claim if it went sour. So I called the factory and they wholeheartedly backed the INA.

Well, only time will tell. I'll keep you informed.

D.J.W.
Roanoke,Va.

**Couple of Questions**

Just finished reading "Riding With Lady Luck" in the March '98 issue. Chuck Ricker is truly a man of focus and good luck. I enjoyed reading about his beating the odds and doing what he set his mind to do.

I just have a couple of questions for Mr. Ricker or yourselves. Who is this Anders Blomberg? How can I get rear fenders like the one Chuck used and who makes the dash Mr. Ricker used?

I'll look for my answers in an upcoming issue. Thanks for the help.

Brent Bast
Clarinda, Iowa

*The frame/fender dash combo was built in Chuck's garage by Anders, who, unfortunately, is now spending his time building dirt bikes in Sweden.*

**Copy of Reply to M. Carnes**

We're printing a letter from British Cycle Supply Company to M. Carnes, whose letter we printed in the Oct. '97 issue:

*It sounds like there may be a guard somewhere at Menard that has your missing copy of The British Cycle Supply Price guide we sent you in May!*

*Here's a copy of our latest, hot-off-the-press and chock full of goodies for your BSA. Sure wish you would've dropped us a kite when your copy didn't arrive so we could've sent you one sooner!*

*We bought out the parts stock of the former Canadian importers of BSA Motorcycles (as well as the importers of Triumph, Norton, Royal Enfield, Ariel, AJS/Matchless, and Enfield) and our staff of 13 is working hard to keep our Canadian and USA warehouses full of stock to keep British iron on the road.*

*If we can be of help in any way, please let us know. We're here until 11p.m. local time Mon.-Thurs. and leave early Friday.*

Mark Appleton
British Cycle Supply Co.
Box I 19
Wolfville, Nova Scotia
Canada BOP IXO

**Info Wanted**

I'm interested in making the Run To The Wall or Rolling Thunder this year but don't have any info on whom to contact or any of that shit.

Roger C. Mullin
Box 987
Colstrip, MT 59323

*Rolling Thunder, Inc., National Chap. 1 P.O. Box 216 Neshanic Station, NJ 08853, (908) 369-5439*

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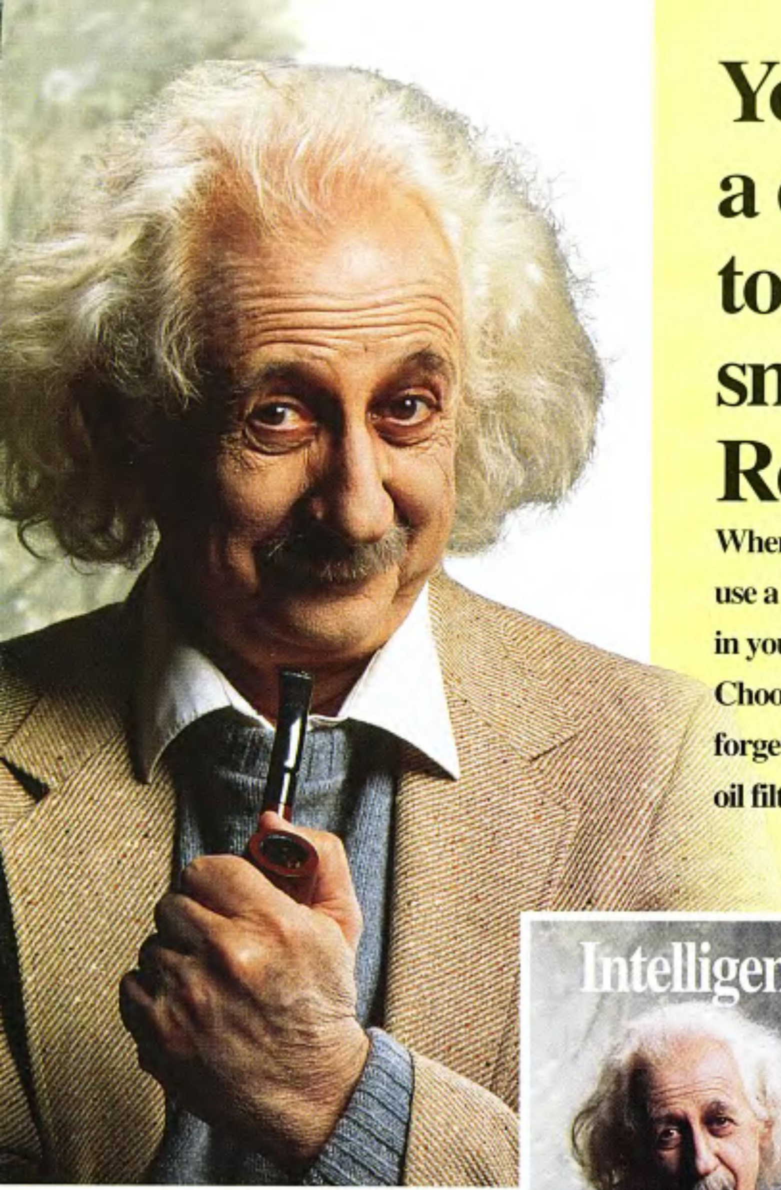
Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the ... back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to Wordmonger, Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000.



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# tick, tick, tick...

El Niño hit the Los Angeles freeway system like a bowling ball scores a strike. Cars were splattered everywhere. The windows on the *Easyriders* garage rattled and shook and the parking lot flowed like the Colorado River rapids, but the staff remained concentrated as the clock ticked on.

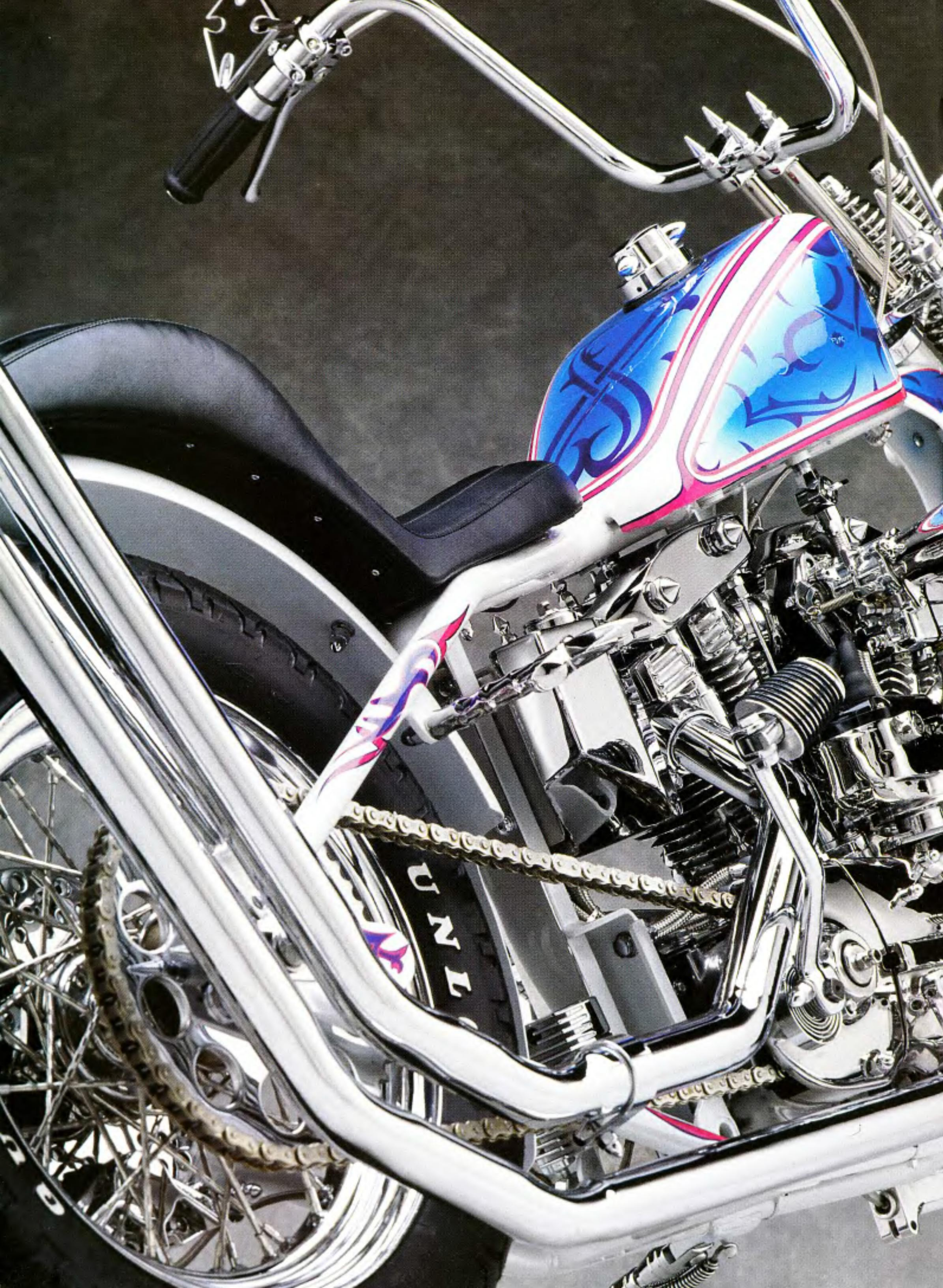
We had a mission: To select the best bike from each issue of *Easyriders* (all 300), and show the world 27 years' worth of the best custom motorcycles on the planet. And like the transformers of Gotham City after the Riddler shorted out the power lines to a toxic waste dump, our computers glowed a crimson red. It was our duty to pay tribute to each and every bike builder who'd ever had a bike published in *Easyriders*, and to each and every torch-wielding biker who's cut a frame, made a bracket, or held his breath while he sprayed a tank.

As the shingles peeled off the roof, the staff made runs to the rattling fast-food chains in the area to nurture the bros and broettes and keep them working through another ticking deadline. Another run for doughnuts in the morning—the clock didn't stop. Yes, 300 bikes built by 300 riders with a dream to create their image of the hottest bike and then ride that sucker between careening traffic at limb-snapping speeds. If it weren't for this hell-bent desire, we wouldn't have jobs. The wind whistled outside and sheared the neon off the gas station across the street, but the staff kept moving.

The imaging crew moaned collectively as our shapely assistants presented them with 300 precious photographs pulled from our pickled archives. The computers groaned, but finally we made it. Another deadline, another tribute to bike builders everywhere—now it's on to 301. Hey, guys, where ya goin'? —*Bandit*

Photo: Markus Cuff

ISSUE # 300
0 0 DAYS TO DEADLINE
lick, click,
ick... tick... tick... tick... tic



Radical... Rigid... Regularly Ridden

# YOU'LL NEVER BELIEVE IT

I yanked this puppy out of the file, still grumbling about the sonuvabitch who thought it should be a feature bike. Sure it's an extremely well-constructed rigid Sportster from the past, but it's got that look of show-without-go, emanating from the asses of the chromed girls guarding those 6-foot stacks. But I thought, what the hell, this is the 300th issue. This putt represents our radical roots. It's the kind of acid-induced bike that brothers built in the early '70s—bikes that never saw the edge of town, but did experience the back doors of lots of girls' apartments.

Then I spoke to the owner, Louie Forst, a 20-year member of the →

Flying Dutchman, an avid rider, and a wrench at Suburban Motors H-D in Thiensville, Wisconsin. "You're right about one thing, Bandit," Louie said. "It looked like the painter was on acid when it was originally sprayed in 1973."

Every year Louie disassembled the rigid and spruced it up for the upcoming riding season. Seems he lived down a winding gravel road. "Ya have to ride fast on gravel to keep the bike stable," he explained. "If you don't, it gets squirrely." For 10 years, this rigid was Louie's daily rider, and it remained unchanged for the entire decade. Then I dropped the operative question, "OK, so you rode it back and forth to work, but what about runs?"

Louie hesitated, as if straining for the one event that forced him to mount the stacked Sportster for a 50-mile, edge-of-town blast. "Let's see," Louie said, pausing again. "I rode this beast to Colorado five times, to Sturgis seven times, to California once and the other direction to Pennsylvania once. That's all I can remember offhand."

I fell off my bar stool, jumped back to my feet, and dusted myself off, concealing any notion of surprise. "Ya know, one time," Louie started, "we were riding to Denver, Utah, and Sturgis, partying all the way, when one morning I got up to discover oil coming out of one of them pipes. I thought someone poured a drink down the stack and I was pissed. After starting it I discovered the poor bastard was smoking like a locomotive. I mean, smoking a lot. I had 3,200 miles yet to go before I got home, and I made it. I went through twenty-nine quarts of oil."

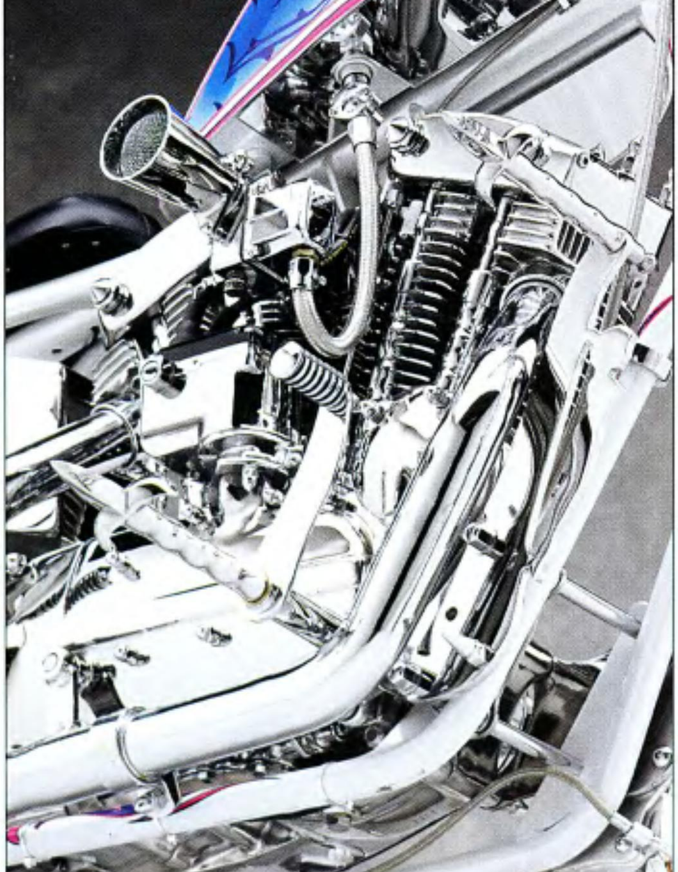
"How the hell did you know when to pump the oil to her?" I asked, dustin' myself off once more.

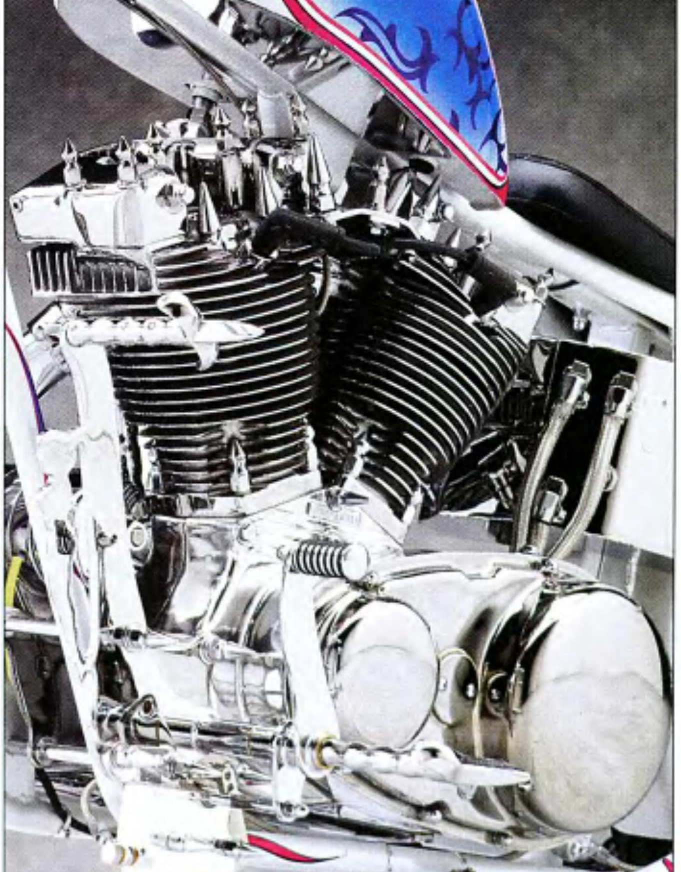
"When it was a quart low, it quit smokin', and I knew it was time to pull over."

He made it all the way home, although by the time he reached the land of cheese, that poor boy was knockin', wheezin' and cryin' for a rebuild. "This time around," Louie said, "it was time for new paint, too."

There you have it. One of the most radical, unruly, apparently unridable bikes in the drawer turns out to be historic, long-lasting, reliable and a brother's cross-country rider for 25 years. Ya learn something every day.

*—Bandit*





**Owner:** Chris "Louie" Forst
**City:** Cedarburg, Wisconsin

**General**
Fabrication: owner
Year/make: 1962 H-D
Model: XLCH Sportster
Assembly: owner
Chroming: Brown's & Bison Plating

**Engine**
Year/model: 1962 XLCH Sportster
Rebuilder: owner
Ignition: magneto
Displacement: 900cc
Lower end: H-D
Balancing: Dave Gauthier
Pistons: Custom Chrome
Cases: H-D, polished by owner
Heads: H-D
Cam: Andrews
Carb(s): DC Linkert L Body
Pipes: custom

**Transmission**
Year: 1962
Modifications: none

**Paint**
Molding: Mark Labinski
Painter: Mark Labinski
Color/type: pearl white/polyurethane

**Frame**
Year/type: 1973 rigid
Builder: TS Customs, Texas
Modifications: 34-degree rake, 5-inch stretch

**Accessories**
Bars: Custom Chrome
Handlebar controls: CCI
Fender(s): CCI
Headlight: Mustang
Taillight: Maltese cross
Pegs: custom
Foot controls: Paughco
Electrics: alternator
Gas tank: CCI King Sporty, molded in
Oil tank: Chopper City
Oil system: H-D
Primary cover: Custom Chrome
Seat: custom
Sissybar: custom
Mirrors: Iron Cross
Grips: old-style rubber

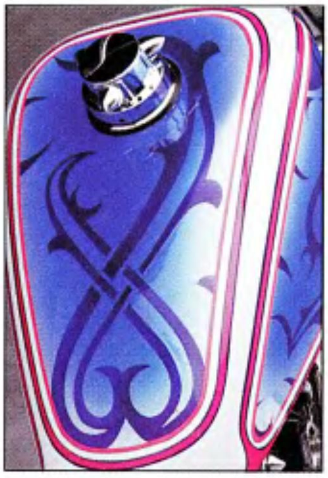
**Forks**
Type: Springer
Builder: Denvers Springer
Modifications: 30-over

**Wheels**

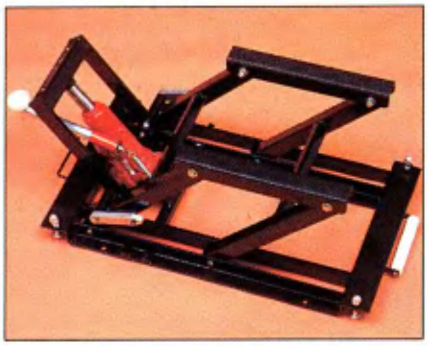
**Front**
Type: Invader
Size: 17-inch
Tire: Shing Shing
Brake: none

**Rear**
Type: Invader
Size: 16-inch
Tire: Dunlop
Brake: Performance Machine

**Photos:** Mike Lichter



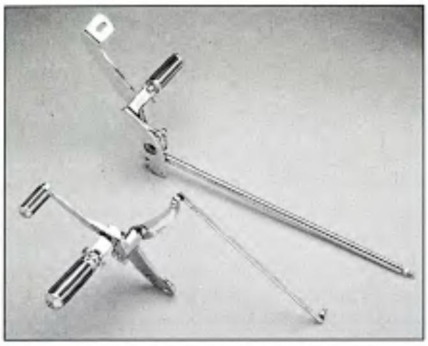
# PARTS BOX



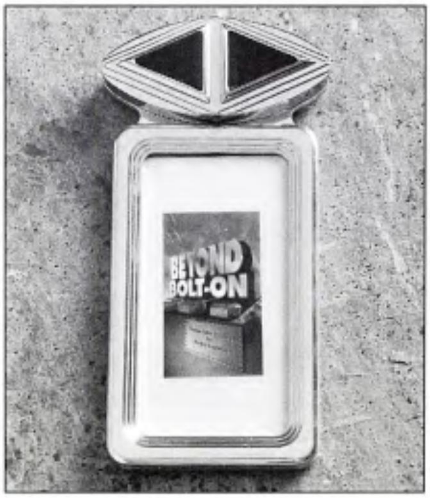
**New Lift For Johnny Pag**
Johnny Pag is making a career out of building better lifts. But since *Easyriders* also carries a lift available in our stores, I can't say much. But I will mention under my breath that this one has the rails covered in Ryno Hyde instead of rubber. It's got new stainless ball transfer wheels, which allow the lift to move in any direction, and carries a limited lifetime warranty. Distributed by Drag and Custom Chrome, or call (800) 716-7772.

**Milwaukee's First Catalog**
Packed with hundreds of steel fender and dash alternatives, not to mention Randy Simpson's innovative fork stops, billet triple trees and their all new billet license plate frame and taillight. Write to Milwaukee Iron, Dept. ER, 3000 Lennox Street, Lynchburg, VA 24501 or dial (804) 845-7600.

**Injection Overdrive Kits**
V-Thunder developed two new Power Advantage kits for all '95-'97 fuel-injected models. Each kit contains injection overdrive, cam, backing plate, high flow air cleaner backing plate, high flow filtering element and Fast Times adjustable pushrod kit. Write to V-Thunder, Dept. ER, 3408 Democrat Rd., Memphis, TN 38118, or call (800) 967-1066.

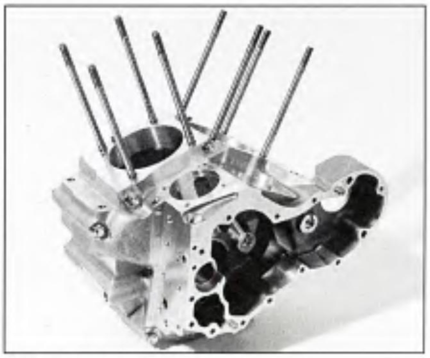


**Dyna Glide Forward Controls**
At last, forward controls for Dyna Glide models. They're available in stock length or 2-inch extended versions. Another kit is available to move stock forward controls farther forward by 2 inches. They include ribbed footpegs and shifter toe peg, mounting plates, control arms with rods, and all required mounting hardware. For more info on more than 14,500 different CCI parts and accessories call (800) 729-3332.




**Fluid-Styled Sidemount**
Billet gets a bad rap. But if you ever watch the hours of programming spent on the making of billet products, you'd understand the talent it takes to create this type of artwork. From Beyond Bolt On, here's their latest sidemount taillight/license bracket with rounded edges, staircased frame, hidden hardware, LED cats-eye, plus the damn thing is chromed 6061-T6 aircraft aluminum. Get the skinny quick, write American Legend Motorcycle Co., Dept. ER, 4110 N. 20th Street, Phoenix, AZ 85016, or dial (602) 266-8226.

**Narrow Sportster Hubs**
Hallcraft's latest—narrow hub wire wheels for Sportsters. They'll fit FXR, XL, XLH and FXD models. They come in a 6-gauge, 80-spoke configuration with a single/dual disc billet aluminum ball-milled hub design. Comes in 19-inch or 21-inch sizes with 2.215 or 2.185 rim widths, and they're triple chrome plated. Write to Hallcraft Industries Corp. at P.O. Box 1036, Gainesville, TX 76241-1036, or call (940) 668-0771.



**Late And Early Cases**
Need cases? Lou Trachtenberg has been in the case business since 1975. His first application was the alternator-style engine case for 1970 and later models, followed by 1949-1969 generator style cases, then 4-speed tranny cases and alternator/generator engine cases. All STD cases are cast from aerospace quality 356 T6 "A" prime alloy with a tensile strength of 45,880 psi, the highest rating of any aftermarket cases. In 1989, Lou expanded the company's product line into performance cylinder heads, first with a Shovelhead featuring three-bolt exhaust flanges for better sealing. I could go on, but some shapely art director would kick my ass, so write STD at Dept. ER, P.O. Box 3583, Chatsworth, CA 91313, or call (818) 998-8226.

# GENUINE TURQUOISE STERLING SILVER

Shown approximately actual size of 6¾" (17.15 cm).

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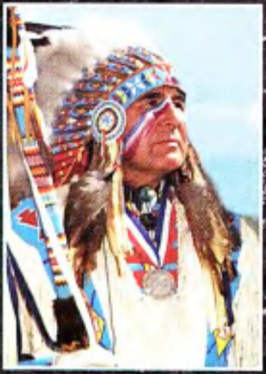

A minted medal, set into the reverse of the handle, bears the emblem of Franklin Mint Collector Knives.

**The Thunderbird! Most potent of all Native American symbols. Its shadow creates the storm cloud, its wings the roar of thunder. Lightning blazes from its flashing eyes–and the earth below trembles at its coming.**

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*Plus my state sales tax and a one-time charge of $3.95 for shipping and handling.

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# ARTDECOPAN

It's become downright cliché these days to compare gifted bike builders with artists whose paintings and sculptures grace famous museums. And we'd never do that except, well, Daryl Schaar just got invited to display his customized '48 FLH in the Nevada Institute of Contemporary Art by no less of an expert than the Dean of the University of Nevada Las Vegas Art Department himself.

Talk about honors. While it's one thing to impress show judges (Daryl's bike copped Best Radical Custom at the *Easyriders* L.A. Bike Show), it raises metalworking to completely new levels when museum curators and university academics acclaim your V-twin virtuosity.

Now it's said that truly great artwork often incorporates a theme, but Daryl went a step further by encompassing →

## Genuine Museum Piece

two significant concepts within this putt.

The first, obviously, is the art deco appearance, what Daryl terms a blend of grace and speed. It's a variable look, too, as Daryl crafted four sets of tank graphic inserts that are interchangeable. He put 200 hours into molding and tweaked the frame, fabricated the seat, and handled all the painting. The fender started life as a couple of Triumph fenders which Daryl Siamesed and sectioned into 16 pieces to fit the wheel. Truth be known, there's not much on this bike that Daryl didn't build or tweak with his own two hands.

The second theme running through this motorcycle, while much less obvious than the overall look, is at least as impressive. Like art deco, this theme reflects the way things used to be, the way guys used to build bikes out in their garages with only a motley array of hand tools and readily available parts. See, although Daryl has access to high-dollar equipment, he created this customized Pan with the simple kinds of tools most weekend builders already have under foot.

Call it art from the heart, if you will, homage to the days when a builder's creativity was limited only by the scope of his vision.

Although Daryl Schaar was honored with the Institute's invitation, he almost turned 'em down. He figured out real fast that if this bike were on exhibit, he wouldn't be able to ride it. Not wanting to lose the opportunity, the Dean finally convinced Daryl to let 'em have the bike for the winter. That was fine with Daryl, long as everybody understood that soon as spring came, he'd be laying a trail of art deco rubber right out the front door.

*—Southern Connection*

**Owner:** ......Daryl W. Schaar
**City:** ......Carson City, Nevada

**General**
Fabrication: ......owner
Year/make: ......1948 H-D
Model: ......FLH
Assembly: ......owner
Chroming: ......Joe the Chromer

**Engine**
Year/model: ......1960 cases, FLH
Rebuilder: ......Calvin at Paughco/owner
Ignition: ......Morris Magneto
Displacement: ......74 cubic inches
Lower end: ......stock
Pistons: ......Wiseco
Cases: ......H-D
Heads: ......stock '48
Cam: ......H grind
Carb(s): ......'48 Linkert
Pipes: ......owner
Modifications: ......balancing by Calvin, air cleaner by owner

**Transmission**
Year: ......1948
Modifications: ......backcut gears
Shifting: ......stock tank shift

**Paint**
Molding: ......owner
Painter: ......owner
Color/type: ..pearl orange/House of Kolor
Special paint: ..changeable tank graphics

**Frame**
Year/type: ......1948 hardtail
Builder: ......factory
Modifications: ......peaked and molded

**Accessories**
Bars: ......XLH with internal cable
Handlebar controls: ......working
Fender(s): ......early Triumph
Headlight: ......Paughco
Taillight: ......owner
Speedo: ......stock
Dash: ......H-D modified
Pegs: ......footboards
Foot controls: ......owner
Gas tank: ......stretched '48 H-D
Oil tank: ......stock '48
Primary cover: ......Paughco/owner
Seat: ......owner
Mirrors: ......when necessary
Grips: ......very tight

**Forks**
Type: ......1948 springer
Builder: ......H-D
Modifications: ......low

**Wheels**

**Front**
Type: ......H-D
Size: ......21-inch
Tire: ......Avon
Brake: ......H-D

**Rear**
Type: ......H-D
Size: ......16-inch
Tire: ......Continental
Brake: ......H-D

**Photos:** ......John Wycoff

**BEST RADICAL**
*Easyriders* Bike Show Tour Pomona, California, Jan. 3, 1998. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 1999.

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*About 150 years ago, they paid Lewis and Clark good money to map out the way to the Northwest Passage. And now—for even less money—you've got yourself the best damn guide to the 95th Harley-Davidson Anniversary Rally, this side of Milwaukee. Filled with all the nitty-gritty you'll need to navigate the highways and byways leading to and from all the party and show action, the* ***Easyriders*** *Guide helps you to maximize your participation in this historic event. A full schedule provides the inside scoop on the parades, reunions, motorcycle displays, demo rides, Veteran's Park celebration, drags, road races, brewery pours, and all the Harley factory activities that bring you up close and personal to America's greatest success story.*

*When we said GUIDE we meant it! Included here is a complete rundown of activities and concerts at the only Harley-Davidson sanctioned campsite for the 95th blowout—the* ***Easyriders*** *Riders Ranch. Along with 20,000 campsites we'll have ... Well, check out the guide, and if you need a place to stay, see pages 194 and 195.*

# NINETY FIVE YEARS OF GREAT MOTORCYCLES

## MOTOR HARLEY-DAVIDSON COMPANY 1903 1998 95TH

** All dates, times, locations, and events are subject to change without notice.*

**15th Annual H.O.G. Rally, June 10-12, 10 a.m.-9 p.m.**
Wisconsin State Fair Park, 8100 W. Greenfield Ave., West Allis, Wisconsin. Open exclusively to full and associate Harley Owners Group members. Info: (800) CLUB-HOG

**Harley-Davidson's 95th Anniversary Parade, June 13, 8 a.m.-noon.**
Parade through downtown Milwaukee. Route details to be announced.

**Harley-Davidson's 95th Anniversary Reunion, June 13, 9 a.m.-11 p.m.**
Summerfest Grounds 200 N. Harbor Dr. Milwaukee. Rain or shine. Jay Leno will act as master of ceremonies for the birthday celebration at 8:30 p.m.
Info: (800) 843-95TH

**Riders Ranch—Harley-Davidson's Authorized Campsite, Waukesha, Wis., June 8-15.**
Complete facilities, live music nightly. Day passes also available.
Info: (800) 708-7272

**Milwaukee Public Museum's H-D Motorcycle Display, June 9-13, 9 a.m.- 5 p.m.**
800 W. Wells St., Downtown Milwaukee
Admission: $5.50

**H-D Powertrain Operations Factory Tours, June 9-12, 9 a.m.-4 p.m.**
H-D Capital Drive Powertrain Facility
11700 W. Capital Dr. Wauwatosa, Wis.

**Harley-Davidson Pilgrim Road Powertrain Facility Tours**
W156 N9000 Pilgrim Rd., Menomonee Falls, Wis.

**Harley Demo Rides, June 10-12, 10 a.m.-3 p.m.**
Harley and Buell demos.
W156 N9000 Pilgrim Rd., Menomonee Falls, Wis.

**Buell Battle Trax June 11-12, 11 a.m.-4 p.m.**
W156 N9000 Pilgrim Rd., Menomonee Falls, Wis.

**95th Celebration at Veteran's Park, June 13, 9 a.m.-11 p.m.**
Located just north of the Summerfest grounds and the Milwaukee Art Museum; admission is free.

**Miller & Sprecher Brewery Tours, June 9-12**
Miller Brewery (free)
4000 W. State St.
Milwaukee, WI
Info: (414) 931-2337

Sprecher Brewery Tours (Free)
701 W. Glendale Ave., Milwaukee
Info: (414) 965-2739

**Harley-Davidson Corporate Display, June 10-12, noon-8 p.m. June 13, noon-5 p.m.**
Wisconsin Center, 500 W. Kilbourn Ave, Downtown Milwaukee

**Great Lakes Dragaway Screamin' Eagle Drag Races, June 10.**
Union Grove, Wis.
Info: (414) 878-3783

Photos: H-D Motor Co.

**Coca-Cola Super Cycle Classic, June 12-14**
RoadAmerica Raceway, Hwy. 67, Elkhart Lake, Wis.
Info: (414) 892-4576
Pick up a *Biker's Guide To Milwaukee* for more current details on events, activities, and nightlife. These will be available at Milwaukee-area Harley-Davidson facilities and dealerships, the Riders Ranch, Wisconsin State Fairgrounds, and other event sites, hotels, and the Visitor's Information Center.

**95th Anniversary Celebration at Veteran's Park**
Located within walking distance just north of the Reunion site on the Summerfest grounds, this free event will give members of the community and others who didn't get a ticket to the Reunion event a chance to be part of the 95th Anniversary. It will feature local, regional, and national entertainment, Harley-Davidson dealer stores, a marketplace, displays, interactive activities, the Traveling Museum, a fashion show, children's area and stage, and food and beverages, as well as stunt demonstrations and aquatic displays. Admission is free.

**Harley-Davidson Exhibit at the Milwaukee Public Museum**
800 West Wells St., downtown Milwaukee "Harley-Davidson: celebrating 95 years of great motorcycles" is the name of the exhibit, which runs from June 9 to August 9, 1998, at the museum in downtown Milwaukee. Don't miss this pop culture display featuring vintage and classic motorcycles from the early 1900s to the present, including the 1956 genuine Elvis Presley Harley, and Green Bay Packers Coach Mike Holmgren's special green and black bike.
Hours: 9 a.m.-5 p.m.daily
Info: 278-2700
Admission: $5.50.

**Milwaukee Street Parties:** Explore the rich cultural heritage and diversity of the Milwaukee area. Various street and neighborhood associations are planning to welcome Harley enthusiasts to their town by hosting an array of entertainment and block parties. Beginning on Tuesday night of the week prior to the 95th Reunion, there will be plenty of activities to choose from, including:

- ***East Town*** street party on Milwaukee's famous party street, Walter St.
- ***Rainbow Summer.*** Tuesday night musical performances under the stars at the Marcus Center for the Performing Arts.
- ***Jazz in the Park*** on a warm summer Thursday night in Cathedral Sq. park.
- ***West Town*** street party featuring blues bands, a bike blessing on Old World Third Street, biker poetry

reading at the Milwaukee Public Library, Edelweiss sightseeing river cruises, extended hours and discounts for HOG members at downtown's Grand Avenue Mall.

- ***Hogs Wild in the Ward*** party on the streets of Milwaukee's Historic Third Ward featuring comedy shows, a one-woman musical production, wine and cheese tasting, an antique car show, and extended hours at the many specialty shops, art galleries and antique stores.
- ***Walker's Point*** street party offering Milwaukee's hottest bands and ethnic foods.
- ***Street Bazaar*** on Brady St. featuring artists booths, bars, restaurants, and merchants.

*E A S Y R I D E R S*

# RidersRanch

## Need A Parking Spot At The Harley '95 Reunion? Saddle Up For The Riders Ranch.

Unless your last name is Davidson, finding a hotel room in Milwaukee the second week in June will be like finding a cold beer in the Gobi Desert. We're talking about an event that's booked solid for space, the 95th Anniversary Harley-Davidson extravaganza, June 8-15. For those not into sleeping in trees or in all-night Laundromats, Riders Ranch to the rescue.

Created an as alternate source for lodgings, the Riders Ranch was put together by Target Sport Adventure of Boston, the same people who orchestrated a little party 350,000-strong called Woodstock '94. Working with Harley-Davidson and the Riders Ranch principal sponsor, *Easyriders* magazine, they have pulled together the only camping site available for the 95th Anniversary, but with lots more conveniences than regular campgrounds—like an on-site convenience store. There'll also be plenty of food and beverage vendors, retail shops, ATM machines, live entertainment, and, of course, showers and rest rooms. Sounds like a city unto itself, a party inside a party!

Enjoy the week of fun, excitement and history plus have a secure place for your Harley to rest up. Better sign up now because there's only room for 20,000 campers. Cost for all seven days is only $95 per person. Guess what a hotel room costs that week in Milwaukee. And you can't even put your bike right by your side like at the Riders Ranch.

For information (including vendor space) call (800) 708-7272 in North America or (813) 871-4666 elsewhere. You can also fax the Riders Ranch at (813) 897-4032.

Below is a complete list of what's happening that week.

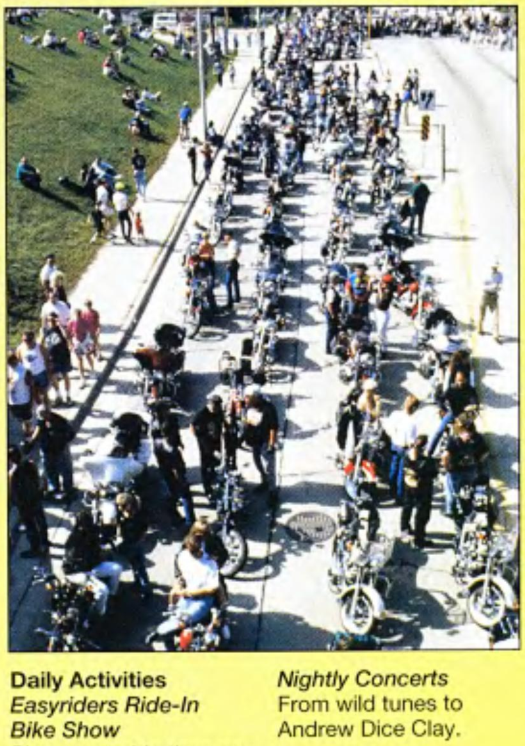
**Riders Ranch Guide**
**June 8-15, 1998**
The Harley-Davidson authorized campsite for the 95th Anniversary Reunion.

**Camping**

- Primarily a ride-in tent city for bikers
- Campers will be tenting in open grass fields or in RVs.
- All tent sites are located within 300 ft. of toilets and drinking water.
- A variety of food will be available, in several price ranges.
- Timed showers available at no charge.
- ATMs on-site.

**Important Notes:**

- No open fires, no glass containers.
- No pets, children discouraged.
- Quiet hours from midnight to 8 a.m. No vehicle access into camping area during quiet hours.
- Hard surface parking areas provided on-site.
- Be prepared for camping: flashlight, warm clothing, water bottle, etc.
- Temperature extremes and inclement weather are possible.
- Motorcycles only allowed in tent area.



**Daily Activities**

***Easyriders Ride-In Bike Show***
Show your ride then go to town.

***Tattoo Circus***
Tattoo artists galore.

***Vendors***
Memorabilia, pinstripers, and much more.

***Easyriders Demolition Derby***
Bang heads with the best of them.

***Nightly Concerts***
From wild tunes to Andrew Dice Clay.

***Fastest Man on 2 Wheels***
Meet *Easyriders* Steamliner pilot, Dave Campos.

***Easyriders Calendar Girls***
Struttin' and signing.

***Easyriders Video Crew***
Get your own move-in day video and have the entire 95th documented and sent to your door.

***Easyriders Editors***
The crew will be there with their bikes to answer questions.

***Motorcycle Film Festival***
Classic biker flicks such as *Easy Rider, The Wild One,* and others will run 20 hours a day for seven days.

***Motorcycle Field Events***
Slow races, balloon toss, kickstart contest, plank rides, and more.

***Plus:*** Airbrush artists, embroidery, dynos, pinstriping and photographers on-site.

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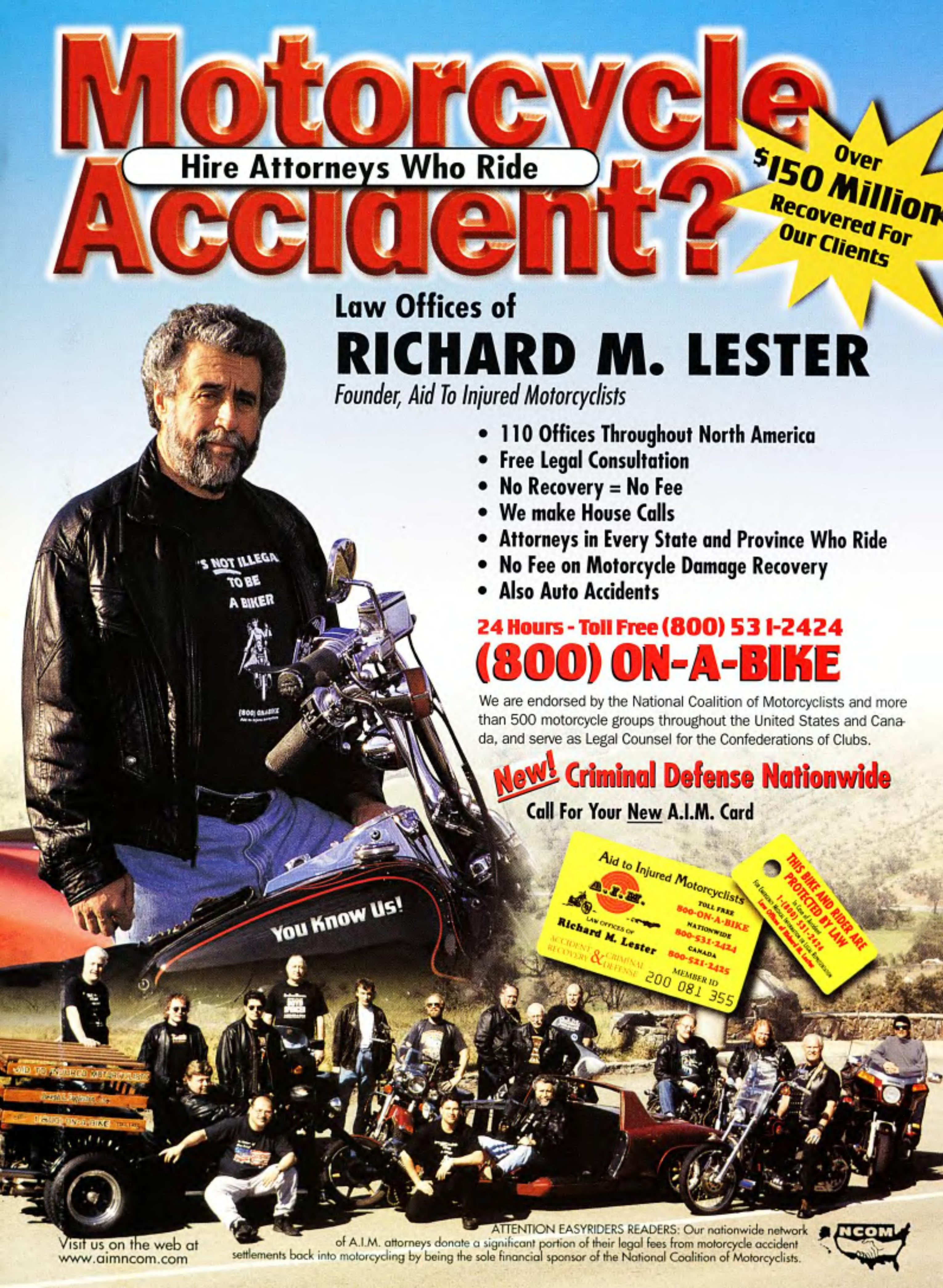
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# THE LATEST AND GREATEST FROM THE BIKER NATION

### NHTSA'S Outta The Video Biz

The American Motorcyclists Association (AMA) tells us we've won another victory against the entrenched bureaucracy at the National Highway Transportation Safety Administration (NHTSA). The Senate highway reauthorization bill, titled the Intermodal Surface Efficiency Act of 1997 (ISTEA II), was amended on March 10 to include language to curtail helmet-law lobbying efforts by officials of the NHTSA.

Last year, representatives of the AMA and the Motorcycle Riders Foundation (MRF) learned that NHTSA had signed a $149,000 contract to produce a media package intended to persuade state legislators to enact mandatory helmet laws. Also, NHTSA officials had actively lobbied many elected state officials in support of maintaining mandatory helmet laws for adult motorcyclists.

In a discussion between two of the amendment's co-sponsors, Senators Carol Moseley-Braun (D-Illinois) and Ben Nighthorse Campbell (R-Colorado), Senator Moseley-Braun pointed out that NHTSA's lobbying campaign was in conflict with the stated intent of Congress. Two years ago, Congress approved legislation to remove federal mandates penalizing states that did not enact mandatory helmet laws.

"At that time, Congress determined that the issue of motorcycle safety was best left in the hands of state governments, and that the decision about whether or not to enact mandatory helmet laws was also best left to state legislators," noted Moseley-Braun. "The job of NHTSA should be to encourage states to strengthen their motorcycle rider-education programs, not to encourage states to restrict the freedoms of motorcycle riders by forcing them to wear helmets."

"Senators Moseley-Braun, Ben Nighthorse Campbell, and their key staff members, have a long history of being responsive to the needs of motorcyclists," said Kelita Svoboda, AMA Washington legislative assistant. "All motorcyclists owe them, and co-sponsor Sen. Phil Gramm, a great deal of thanks. Also, ABATE of Illinois, ABATE of California, and the MRF should be recognized for their hard work in promoting the adoption of this amendment. This is just one more example of what can be accomplished on Capitol Hill through cooperative effort."

*Easyriders* would like to recognize the lawmakers and the motorcyclists who came together and made a difference, we all owe you our thanks.

—*Oz*

### "Big Al" Hogan 1948-1997

Alan J. Hogan, better known as "Big Al," of the Salem, Mass., Chapter of the Hells Angeles, MC, passed away Dec. 14, 1997 after a bout with cancer. He leaves behind three children and a legacy that's unparalleled in the motorcycling community.

Not only was he a member in good standing for 28 years as a Hells Angel, but there is much more to the man's life. Big Al will be remembered by all as a gregarious prankster, a diplomat of the highest degree, and founder of the Modified Motorcycle Association (MMA) of Mass. He also assisted in establishing motorcyclists' rights organizations in many other states and was co-founder of the Mass. Motorcycle Club Coalition, as well as one of the organizers of the Motorcycle Riders Foundation (MRF) in Washington D.C.

Al proudly displayed numerous philanthropic awards, including a plaque

Photo: Rick T.

from Jerry Lewis' MDA, for his individual effort of raising over $1,000 annually, in the "Run to the Light" events.

He will also be remembered as a great supporter of the Lynn Youth Hockey Program, D.A.R.E., Little League Baseball, and many others, not the least of which was helping establish the Alex DeCastro Research Center at Boston's Children's Hospital.

Loved by many, and respected by all, including his adversaries, Al Hogan will be missed. Even those who did not know him were somehow touched by his efforts and benevolence.

With all these accomplishments he still found time to raise his two youngest children, as a single parent. It's now time for us to give a something back to the man who has given so much of himself. A trust has been established for his children and donations can be sent to the Alan Joseph Hogan Family Fund, c/o Susan Kreamer, Eastern Bank, 159 Boston St., Lynn, MA 01904. All contributions will be accepted with the gratitude of Jessica, "Little Al," and Crystal Hogan, and the many friends of his family.

It's unfortunate that people like Big Al must leave us at such a young age, but the fond memories and good times we all shared with him will remain forever.

—*Tank*

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# MORE ON H-D'S 95TH

ABATE of Wisconsin in conjunction with WARPAC is offering you a campground site in Concord, Wis., for Harley's 95th Anniversary Reunion on June 13, '98. Only 250 tent sites are available and will be issued, first come, first served.

It's $30 per person with any current state MRO card. Otherwise, it'll be $35. A swap meet is planned for the campground, which will be included in your paid admission. A limited number of 10x12 vendor spaces will also be available at a cost of $40, plus a $10 door prize donation. For more info call Gloria Ceithamer at (920) 696-3717.

*—Gloria Ceithamer,*
*ABATE of Wisconsin*

# NCOM'S 13TH

The 13th Annual NCOM Convention will be held Mother's Day weekend, May 7-10, '98, in Irving, Texas. For reservations call the Harvey Hotel DFW Airport at (972) 929-4500, fax: (972) 929-0733. Daily rates are $55 for a single/double. The Harvey Hotel also provides a shuttle service to and from Dallas-Ft. Worth International Airport. For more info call (800) 525-5355. *—Twiggy*

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# NH BILL DEFEATED

A bill before the New Hampshire Legislature, HB1216, which would have had a severe impact on motorcyclists was defeated by a voice vote on the House floor yesterday, reports the American Motorcyclist Association (AMA).

The bill, introduced by State Rep. Robert Boyce (R-Belknap), would have also raised the annual registration fee for unhelmeted motorcyclist to $25, while helmeted riders would pay $12, and would have required unhelmeted motorcyclists to purchase a million-dollar policy. As the bill was drafted, the required insurance would have compensated any motorist who suffered bodily injury, death or property damage as the result of being involved in an accident with an unhelmeted motorcycle operator. Motorcyclist injuries and property damage were not addressed under the provisions of the bill. Currently, adult riders in New Hampshire can choose whether to wear a helmet or not when they ride. "Why would a helmetless motorcyclist be more likely to inflict greater damage in an accident than a helmeted motorcyclist?" asked AMA Washington Representative Rob Dingman, after testifying in opposition to the bill.

"There's absolutely no logical explanation for this legislation. This is simply one legislator's attempt to use any means available to discourage motorcyclists from riding without helmets. The New Hampshire Motorcyclist Rights Organization has done a great job of letting legislators in Concord know their views, and AMA members have flooded the capitol with letters in opposition."

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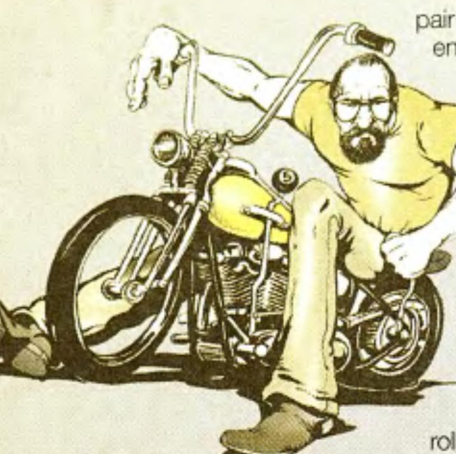

pair of 110,000hp Rolls Royce engines. We still hold the bike record... **Southside H-D in Indianapolis** recently celebrated its 50th year in business congratulations...**And also from the factory,** a suit was filed after a print of an X-rated movie made in California (where else?) depicting sex acts being performed on Harleys, made it to Milwaukee. Somebody's head is going to roll... **On a personal note**, Evel Knievel had his hip replaced at Tampa's General Hospital. Surgery was a success. "He's a very tough individual," said surgeon Thomas Bernasek. "He really is in great shape for everything he's been through."... **And accolades go to the Hardwood Cruisers MC** from Greenwood, South Carolina, who raised $10,500 for the Shriners Hospital...**There's a move underway to mandate preschoolers to wear helmets** on tricycles, 'cause, in the entire nation, there were 219 head injuries. An estimated 200,000 to 300,000 trikes are sold a year. They're starting the requirements earlier and earlier... **In Massachusetts, House Bill 2764** would seek to prohibit any person under the age of 16 from riding as a passenger on a motorcycle. What does that do for our jail bait action?... **And in Pennsylvania, bikers seemed on a smooth road to victory** with Senate Bill 279, but at the last minute it was attached to a bill allowing aftermarket tinting of car windows, which caused the helmet repeal to be voted down...**That's it for the news**. It's been 27 years behind chromed handlebars and pages of mags. I've veered from time to time, but you just can't beat the exhilaration of straight pipes on deserted streets at two in the morning, hiding your bike alongside an apartment building so you can spend a tantalizing night with the smell, shape, and touch of a woman, only to sneak out the next morning and find an open road to celebrate the adventure. So you're late for work—so what? Ride forever.

**I remember issue three,** when I was hired fresh from the shores of Vietnam, with only a half a dozen custom bikes under my belt, including a Sportster, a '45 trike, and a couple cop bikes. I was in creative chopper heaven. I built what I pleased and rebuilt lower ends in my bedroom (we slept in the duplex living room). I smoked what I pleased, rode where I pleased, made everything out of bike parts (including towel racks), helped build a national grassroots bikers' rights organization, and helped create a new magazine every other month. Life got more complicated along the way, but the formula is much the same. We're not curing cancer here, we're about having a good time and being creative about it. Still the same, after all these years. Now here's the news: **Arlen Ness scored a deal on** several 1984 Mexican cop bikes. They're ratty and going cheap. Give him a call at (510) 276-3395...**A couple of scooter pilots is Argentina** slipped into a restaurant to use the head and stole the toilet. They were nabbed blasting down the street with the toilet on the back of the bike...**This issue contains a complete guide to the 95th anniversary Harley party.** Check it out on page 24. We'll all be there at the Rider's Ranch. Did you know that Harley was named by *Fortune* magazine to be on of the 100 best companies to work for in America? The decision was made after surveying employees. They ranked 17th overall...**A British jet-powered car** called Thrust SSC now owns the world Land Speed Record of 763.035. It's 54 feet long, 12 feet wide, weighs 1.2 tons, and shot down the track by a

—*Bandit*


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# WHAT'S HAPPENING

### ALABAMA
ABATE of Alabama
Info: (205) 820-9265

### ALASKA
ABATE Anchorage Chapter
Info: (907) 248-7828

ABATE Kenai
Peninsula Chapter
Info: (907) 776-8148

### ARIZONA
ABATE of Arizona
Info: (602) 678-4012

Spring Run
Date: May 2-3
Place: Prescott
Info: (520) 639-0318

Join Run for the Wall X
Date: May 14
Place: Flagstaff
Info: (520) 527-9373

*Tattoo* Artistry in Ink '98
Date: May 30-31
Place: Phoenix Civic Plaza
Info: (800) 962-9857

### ARKANSAS
ABATE of Arkansas
Info: (501) 851-0545

Mother's Day Party/Run
What Ya Brung Drags
Date: May 9-10
Place: Centerville Drag Strip
Info: (501) 888-5893

Kidney Foundation Ride
Date: May 16
Place: Little Rock
Info: (501) 220-6754

### CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Run For The Wall X
Date: May 13
Place: Junction of I-15 and I-10, Ontario
Info: Terry (562) 495-3653

MMA Frog Jumps
Date: May 15-17
Place: Lake Don Pedro
Info: (916) 442-4727

Vintage Cycle Rally
Date: May 16
Place: Hanford
Info: (805) 733-1137

Mariposa Bike Fest
Date: May 22-24
Info: (916) 442-4727

ABATE Regional Rally
Date: May 29-31
Place: Lake Elsinore
Info: Leon (909) 354-5075

*Tattoo* Artistry in Ink '98
Date: May 23-24
Place: Fairplex, Pomona
Info: (800) 962-9857

### COLORADO
ABATE of Colorado
Info: (303) 659-6374

8th Annual United Run
Date: June 7
Place: Colorado Springs
Info: (719) 633-5392

### CONNECTICUT
Connecticut Motorcycle
Riders Association
Info: (860) 588-6666

### DELAWARE
ABATE of Delaware
Info: (302) 834-5793

Vietnam Vets MC Fire Base
Weekend Party
Date: May 22
Place: Taylor's Bridge, Rte 9
Info: (302) 322-6730

### FLORIDA
ABATE of Florida
Info: (407) 668-5006

Run To The Wall South
Date: May 22-25
Place: Pensacola Fairgrounds
Info: (850) 932-2684

### GEORGIA
ABATE of Georgia
Info: (404) 294-8900

District 1 Lynchburg Run
Date: May 16
Info: (404) 294-8900

Dist. 1/Chap. 2 Duo Ride
Date: May 16-17
Info: (404) 294-8900

District 15 Gator Swamp
Pig Pickin'
Date: May 22-25
Info: (404) 294-8900

District 9 Spring Rally
Date: May 30-31
Info (404) 294-8900

### HAWAII
Street Bikers United
Info: (808) 521-2487

### IDAHO
Idaho Coalition for
Motorcycle Safety
Info: (208) 345-6231

### ILLINOIS
ABATE of Illinois
Info: (800) 872-2283

Chicago ABATE's Spring Fling
Date: May 16
Place: Labagh Woods
Info: (312) 661-9171

Springfest
Date: May 23-25
Info: Jim/Lady (309) 797-8460

Chicago ABATE
Awareness Ride
Date: May 31
Info: (312) 661-9171

### INDIANA
ABATE of Indiana
Info: (317) 442-8040

Spring Breakout
Date: May 9
Place: LaPorte County
Info: (317) 442-8040

Biker Bash
Date: May 9
Place: Scott County
Info: (317) 442-8040

Pig Pickens Jamboree
Date: May 15-17
Place: Deer Creek
Info: (317) 422-8040

Beef Run
Date: May 16
Place: LaGrange/Steuben Co.
Info: (317) 422-8040

Region 12 Slug Fest
Date: May 16
Info: (317) 422-8040

Spring Breakout Party
Date: May 23
Place: Boone, Hamilton,
Madison Counties
Info: (317) 422-8040

Spring Break
Date: May 29
Place: St. Joseph County
Info: (317) 422-8040

Reg. 8 Blazing Saddles Run
Date: May 29
Info: (317) 422-8040

### IOWA
ABATE of Iowa
Info: (515) 858-5001

### KANSAS
ABATE of Kansas
Info: (913) 597-5140

Memorial Day Blowout
Date: May 22-25
Place: River City
Info: (316) 682-8881

### KENTUCKY
Kentucky Motorcyclists Assn.
Info: (800) 68-CYCLE

KMA/KBA State Bike Show
& Swap Meet
Date: May 10
Place: Richwood Flea
Market, exit 175 off I-75
Info: (800) 68-CYCLE

KMA/KBA Spring Bike Show
Date: May 16
Place: Bluegrass CYCLE Corral
Info: Jim (606) 873-8004

### LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

Mothers Day Poker Run
Date: May 10
Place: LaPlace
Info: (888) 892-2669

Rumble on the Red Rally
Date: May 15-18
Place: Shreveport/Bossier City
Info: (318) 222-2116

### MAINE
United Bikers of Maine
Info: (207) 947-1470

Weekend Behind the Barn
Date: May 22-24
Place: Grant's Farm, North
Saco, Jct. Rte 112 & 117
Info: (207) 282 6968

### MARYLAND
ABATE of Maryland
Info: (410) 263-9185

### MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

### MICHIGAN
ABATE of Michigan
Info: (313) 421-4367

Helmet Protest
Date: May 10
Place: Detroit
Info: Bugs (313) 565-8596

Region 5 Spring Poker Run
Date: May 16
Info: Bob (616) 689-0774

### MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minn. Motorcycle Riders Assn.
Info: (612) 541-1704

### MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

Gulfport Blowout
Date: May 22-25
Info: (601) 392-1801

### MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

Bike Rodeo & Campout
Date: May 9
Place: Wentzville
Info: (314) 947-2309

### MONTANA
ABATE of Montana
Info: (406) 434-2473

H.O.G. Helping Hand Poker Run
Date: May 17
Pace: Billings
Info: (406) 252-2888

### NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

### NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of
Concerned Motorcyclists
Info: (702) 870-6121

ICOB Annual Pig Roast
Date: May 16-17
Info: (702) 364-8805

ABATE State Convention
Date: May 16
Info: (702) 557-2702

Damn Run
Date: May 24
Info: (702) 695-7642

MDA Run
Date: May 31
Info: (702) 364-8805

### NEW HAMPSHIRE
N.H. Motorcyclists Rights Assn.
Info: (603) 627-3528

Laconia Rally & Races
Date: June 14-21
Info: (603) 366-2000

### NEW JERSEY
ABATE of New Jersey
Info: (908) 549-1990

Wild Pigs Charity Party
Date: May 17
Place: Hamburg Fire Pavilion
Info: (973) 839-8871

### NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

### NEW YORK
ABATE of New York
Info: (607) 387-3433

Freedom Rally
Date: May 18
Place: State Capitol, Albany
Info: (518) 732-4086

AM-JAM
Date: May 30-June 1
Place: Cobleskill Fairgrounds
Info: 518 346-0521

Bikers Against Breast Cancer
Date: May 31
Place: NYC
Info: (718) 278-1515

### NORTH CAROLINA
Concerned Bikers Assn.
Info: (800) 479-3087

Central District CBA Memorial
Day Weekend Blowout
Date: May 22-25
Info: (800) 479-3087

### NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

New Horizons MC Fun Run
Date: May 30-31
Place: Farmers Union, Velva
Info: (701) 223-5609

### OHIO
ABATE of Ohio:
(800) 252-4537

Bike Show & Beef Roast
Date: May 9
Place: Chief's Tavern, Cleveland
Info: (216) 382-8485

Region 13 Spring Run
Date: May 16
Info: (800) 252-4537

Reg.11 Awareness Rally
Date: May 16
Place: Courthouse, Akron
Info: (800) 252-4537

Region 8 Five County Run
Date: May 16
Info: (800) 252-4537

Freedom Ride, to benefit MDA
Date: May 16
Info: Mike (419) 669-4648 or
Kim (419) 691-7547

### OKLAHOMA
ABATE of Oklahoma
Info: (405) 439-8001

Annual Mayfit
Date: May 15-17
Place: Pawhuska, Osage Co.
Info: (918) 287-3244

### OREGON
ABATE of Oregon
Info: (503) 285-4329

### PENNSYLVANIA
ABATE of Pennsylvania
(717) 234-3777

Freedom Weekend
Date: May 2-3
Place: Shellsville VFW Grounds
Info: (717) 234-3777

Motorcyclists Rights Rally
Date: May 4
Place: Capitol, Harrisburg
Info: (717) 234-3777

### RHODE ISLAND
R.I. Motorcyclists Assn.
Info: (401) 722-1122

Vietnam Vets MC Spring Party
Date: May 17
Place: West Warwick
Info: (401) 823-4584

### SOUTH CAROLINA
ABATE of South Carolina
Info: (888) SC ABATE

Myrtle Beach Bike Week
Date: May 11-17
Info: Easyriders Cafe
(803) 445-2702

### SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

### TENNESSEE
CMT/ABATE of Tennessee
Info: (615) 883-5024

Spring Nationals
Date: May 16-17
Place: Bristol
Info: (615) 789-3202

Pro Drag Shoot Out
Date: May 31
Place: Nashville
Info: (615) 789-3202

### TEXAS
ABATE Confederation
Info: (409) 849-0258

TMRA II: (800) 222-0913

NCOM Convention
Date: May 7-9
Place: Irving
Info: Bill Bish (800) 525-5355

5th Annual Lone Star Trike-In
Date: May 22-25
Info: Duck/Shermane (817)
517-7581, (817) 847-0551

15th Annual Jim's Blowout
Date: May 22-24
Place: Jim's Cycle Shop, Axtel
Info: (800) 373-8930

Scooter's Biker Bash
Date: May 15-17
Place: Longview
Info: (903) 295-9181

### UTAH
ABATE of Utah
Info: (801) 627-1117

### VERMONT
Freedom of the Road Riders
Info: (802) 223-1556

### VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

### WASHINGTON
ABATE of Washington
Info: (206) 643-9675

Antique & Classic Bike Show
Date: May 17
Place: Snohomish
Info: (360) 568-3845

### WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

Rolling Thunder XI/Run To
The Wall X
Date: May 24
Place: Pentagon parking lot
to Vietnam Vets Memorial
Info: (909) 369-5439 or
(908) 904-0373

### WEST VIRGINIA
ABATE Of West Virginia
Info: (304) 855-5007

### WISCONSIN
ABATE of Wisconsin
Info: (800) 386-4442

Formula USA Cycle Fest
Date: May 8-10
Place: Elkhart
Info: (800) 365-RACE

### WYOMING
ABATE of Wyoming
Info: (307) 266-6522

Memorial Day Run
Date: May 23-25
Place: to Guernsey
Info: (307) 266-6522

### EUROPE
Federation of European
Motorcyclists (FEM)
Info: 011 32 2 736 9047;
fax: 011 32 2 736 9401;
e-mail: Simon Milward FEM
@compuserve.com

Bavarian Tattoo Convention
Date: May 22-24
Place: Colosseum, Kunstpark
Munich, Germany
Info: 08-950-4000

### RACING EVENTS
For complete listings grab
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AMRA: (708) 250-0838
ECRA: (609) 652-1159
AHDRA: (919) 229-4877
AMA: (614) 891-2427

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**To have events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates often change after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214.**

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**The answer to every Harley riders biggest frustration...**

# "How To Service And Repair Your Own Bike And Save Thousands Of Dollars And Time Using The Factory's Own Guarded Insider Secrets, Revealed In New Video Kit!"

Discover what 1,137 other riders have already found out...How to keep more cash in your pocket and spend more time on the road with these best kept secrets of the Harley industry NO ONE ELSE will tell you...Factory trained and certified PHD veteran tech tells it all and GUARANTEES that ANYBODY can easily do these proven methods or you'll get paid $10 for wasting your time!

Dear Frustrated Harley Rider: If you're fed up with spending so much of your hard earned money and time keeping up with the service and repairs of your ride... keep reading this article! If you're tired of having smoke blown up your shorts by so called experts and having dealers and repair shops holding on to you where it hurts, you're about to discover the art of keeping your bike in top running condition ALL ON YOUR OWN!

After being involved with numerous dealerships and repair shops for over 25 years, Mike Matthews and his partner, Red, a factory trained, certified, PHD tech, know that the biggest aggravation for Harley riders is that...

**Costs Of Servicing And Repairing Harley's Keeps Going Up And Up!**

And if you're like most riders, you bought that beautiful American V-twin for one reason... To get in the wind and listen to that sweet roar while you straighten out a piece of highway... Not so you can spend days, even weeks, waiting around for it to be repaired! And you probably didn't buy it so you could spend tons of money having it serviced either, did you? Well, like it or not, owning a Harley does require service and repair, but now...

**You Can Kiss The High Costs Good-bye With These Inside Secrets!**

Most Harley riders want to handle their own service procedures and minor repairs on their own bike...but don't! The truth is that you keep going back and forth to the dealer or repair shop and end up having to work around their schedule which doesn't always jive with yours. Then you end up handing over a nice piece of change for whatever it is you're having done! It's the same drill over and over and all it does is aggravate the hell out of you, but you keep accepting...

**The Greatest Myth In Harley Service And Minor Repair!**

This point is the most important message for any Harley rider who truly wants to save hundreds, even thousands, of dollars in keeping your bike in tip top shape, and NO ONE tells you about it! Once you get this simple concept, you'll be able to repair and service your own bike, IMMEDIATELY! See, the bottom line of this whole idea is simple: **How Do You Keep Your Bike Running In Top Notch Dependable Condition Without Breaking The Bank And Losing Valuable Riding Time?**

Just take a minute and think about what options you have when it comes to service work or minor repairs: 1) You can head back to the dealer, work around their schedule, and pay their steep rates.2) You can go to an aftermarket repair shop, still pay top prices, and run the risk of not having the work done by a qualified factory certified mechanic. 3) You can have a so called "expert" from the local watering hole do the work for you in his backyard. 4) You could set aside a year or more of your life to attend MMI while you lose your income and $13,000 plus for the training! Or, you can choose the most sane, safe, fun, and moneysaving route of...

**Quickly And Easily Learn How To Do Your OWN Service Work And Minor Repairs, At Home, In Less Than 48 hrs...Guaranteed!**

That's right! You can become YOUR OWN EXPERT MECHANIC by learning the industries insider secrets, straight from the factory, in less than two days! All you have to do is kick back, watch, and learn from this power-packed, detailed video package that explains...

**Everything You Should Know!**

You can finally get rid of the frustration that comes with having someone else work on your bike...and have fun easily doing it yourself! Now you can have the knowledge and confidence to take full CONTROL of your bike and have the freedom to do your own service work and minor repairs and save yourself a ton of money and time! You'll learn things like:

* How and what to check at your different service intervals
* The real truth about what oil you should use... and what you should avoid like the plague and why!
* At a glance, you'll immediately know simple and easy ways to deal with oil changes!
* Unlike the factory manuals, this video is easy to understand and the techniques are easy to apply...anybody can do it!
* Little known information about the extended warranty.. what the industry really doesn't want you to know!
* Clean, easy tricks for servicing your front ends and wheel bearings and what to watch out for!
* How and why the proper adjustments on your chains and belts...How it affects the entire performance of your bike!
* What to lube, when, with what, and how!
* The most over looked little things that need your attention the most to avoid ongoing, future money sucking problems!
* You don't need any mechanical experience...just watch TV and go for it!
* How to make your cables last forever!
* Simple method for keeping your clutch like new!
* Unheard of tricks of what to look for when servicing your brakes and what NOT to do!
* You'll not just know how, but more importantly why you do these service items a certain way and the *correct* procedures no one's ever explained to you before! Just like the Pros!
* Plus dozens of tips, techniques, and factory proven strategies to keep your machine running like new and saving you tons of money!
* That's just the tip, there's much, much, more!

**Anyone Can Do This!**

Here's the deal: If you're looking to build some kind of tire smoking, fire breathing, pavement pounder, forget it! But, if you're looking to save yourself a ton of money and enjoy the confidence that comes with being in full control of your bike, this is it! In the first few minutes, you'll know why the industry doesn't want you see this revealing information! With no B.S., you'll see nothing but the simple truth to servicing and repairing your own bike and never fall victim to high costs again!

*"I can't tell you how good it feels to be doing all my own work! Thanks for a great easy to understand package. It's everything you claim it to be and more!* **Kathy T. CA**

*I'm very impressed with your VTR Systems package and the KICKSTAND newsletter. Thanks for putting together such a great product and publication!* **Dallas B. HI**

*When I read your ad, I thought, WOW, this is worth a try and it was! Thanks and keep up the good work!* **Jack C. FL**

*I really enjoyed watching the tape package. There's a lot of real good info in there and watching the procedures from all the different angles is well worth it!* **Curt V. TX**

*This is really a great idea and product and I enjoy all of the information I get in your KICKSTAND newsletter. I'm hungry for more!* **Steve A. FL**

You'll see and hear Red who knows more about factory proven techniques than all the repair shops put together! He'll guide you every step of the way even if you have no experience or even THREE THUMBS! Anybody can do it!

**An Incredible Offer For You!**

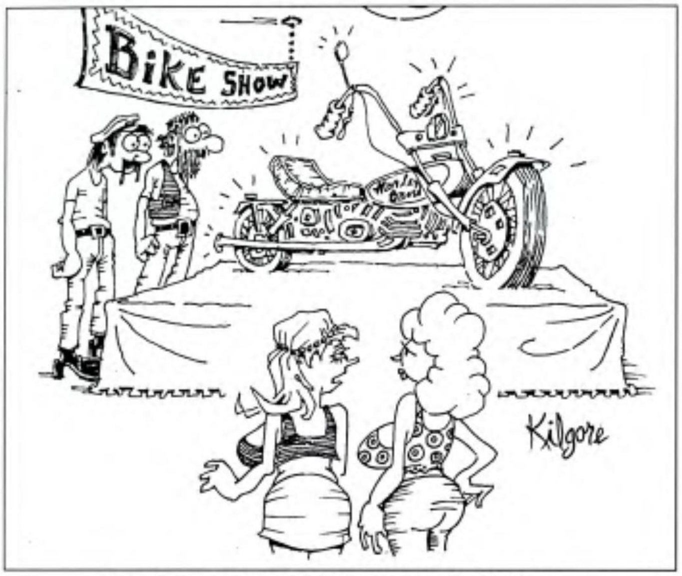
See, Mike and Red don't want you to feel uncomfortable about buying this video through mail order since you don't know them yet, so their offering a NO -RISK, IRON-CLAD, *MORE* THAN YOUR MONEY BACK GUARANTEE! If you don't truly feel that they've taught you the little known secrets to servicing and repairing your Harley, and the TRUTH to saving yourself money and time... just send it back within 60 days, and you'll get a complete refund plus $10 to boot! They've already shown 1,137 other Harley riders these straight from the factory techniques, so they're not worried! Also, to help you make up your mind, You'll get a FREE book that explains everything in the video, all the instructions, step by step procedures and illustrations, so it makes learning that much easier! And, they're sending their subscribers the *KICKSTAND* newsletter,(full of money saving stuff) a $49 value, FREE for 1 year! How can you say no?

**Order Now!**

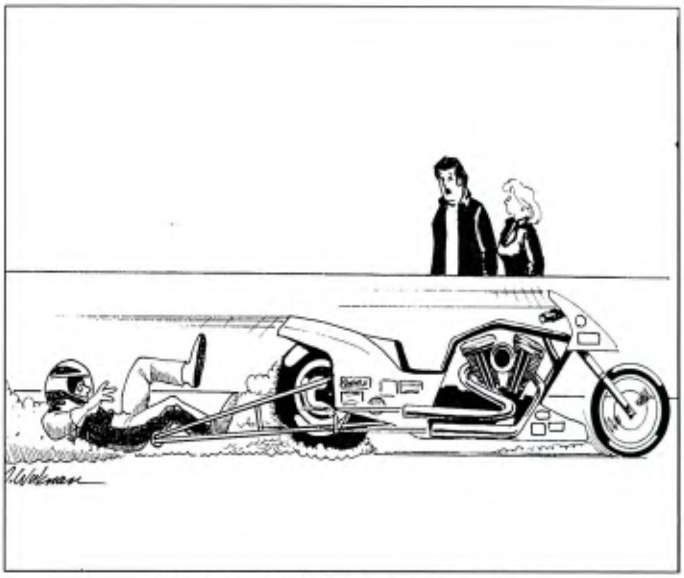
The no-risk video kit is only two payments of $47, plus $6 shipping/handling (USA orders) The book is FREE, and yours to keep even if you send the video back! To order, call toll free 1-888-406-0988, 24 hrs! They'll get your MC, Visa, American Express or Discover info from you ove the phone and your system will be on it's way to you,shipped priority! If you want to order by check, mail your payment of $100 and a note stating"I Want To Be My Own Master Harley Mechanic" to KAMI Corporation, 3702 South Virginia Street, Suite G12-918F, Reno, NV, 89502.

You'll love watching this system and seeing what the industry doesn't want you to see! And you're sure going to love all the money you'll save from knowing these secrets! Call NOW and end high cost service and repairs....guaranteed!

# PASSING GAS




"You know, we could be givin' them blowjobs right now and they wouldn't even know it!"



"No, that's not why they call it 'drag racing.' But it *is* why they call him 'Goober.'"

A cop was patrolling an old country road out in the middle of nowhere around midnight when he spotted the glow of a lantern. As he approached the light, he saw a biker kicked back on a sleeping bag, reading a copy of *Easyriders*. Next to him was a young knockout of a hardbelly busily waxing and polishing the bro's Panhead.

The cop stepped out of the patrol car and asked gruffly, "What do you think you're doing, son?"

"What does it look like?" answered the biker. "I'm reading this here magazine."

The cop then pointed toward the sweetie and asked, "And her, what's she doing?"

"Just whatdafuck does it look like?" said the bro. "She's cleaning my Harley."

"Son, how old are you?" continued the hardnosed cop.

"Me, I'm 44," said the biker.

"And how old is the girl?"

The bro stretched his arm out close to the glow of the lantern, looked at his watch, and said, "Well, sir, in exactly 14 minutes and 23 seconds, she'll be turning 18."

Big D
Fun Town

Have you heard President Clinton's latest defense stance in the Monica Lewinski scandal?

He contends, "I didn't impale!"

Ben Steele III
BRAGgin' in Mich.

When did Pinocchio finally find out that he was made of wood?

When his right hand caught on fire.

Ironworker
Euclid, Ohio

What's the difference between a radical feminist and a shopping cart?

A shopping cart will, on occasion, display a mind of its own.

Dago
The Valley

"That's the way it is with toe fungus—you can't let it get out of hand!"

"Hey, Daddy, look what I found on the World Wide Web!"

Surefire sign a blonde has done your landscaping: the bushes are darker than the lawn.
Dave's
Not Here

Definition of a *bachelor*: a bro who doesn't have to leave a party just when he's beginning to enjoy himself.
Hoodoo Voodoo
Stickpin, Calif.

Mongo's ol' lady walks into the tattoo parlor and asks the artist if he can do a tattoo of a turkey and a tattoo of a Christmas tree for her.

"Sure," says the inkslinger. "Where do you want 'em?"

"I want the turkey right here," she says, pointing high up on her right inner thigh.

"And the Christmas tree goes right here," she says, pointing to a corresponding place on her left inner thigh.

"No problem, lady," the tattooist asserts, "but if you don't mind me asking, just why the fuck would you want those particular tats in those unusual locations?"

"That's easy," says Mongo's ol' lady. "My ol' man's always complainin' there's never anything to eat between Thanksgiving and Christmas."
Sasquatch
Wisconsin

Bosco was checking out the centerfold fox in the bike rag when his ol' lady said over his shoulder, "What a slut—if I looked like her, I wouldn't even leave the house."

Bosco replied, "Babe, if you looked like her, neither would I."
Buzz
Colo. Springs, Colo.

The patchholder died and went to heaven, where he was immediately confronted by Saint Peter at the Pearly Gates. "So, what did you do while you were alive?" asked Saint Peter, flipping open the Golden Book.

"Hey, lissen up, asshole," growled the patchholder, "because I was sergeant-at-arms of the muthafuckin' Shit Stirrers MC, got it?"

Saint Peter slammed the Golden Book closed in disgust and informed the bro, "There is absolutely no way whatsoever the likes of you will ever be getting in through these gates."

"Get in!?" laughed the patchholder. "You don't understand, ya dink—I'm here to tell yer ass that you've all got 10 minutes to clear the fuck outta here!"
Doris Lavoris
Smellin' Sweet

"I'm afraid I have bad news," the plant supervisor told four of his employees. "I'm going to have to let one of you go."

"Well, it sure as hell better not be me—I'm a protected minority," warned the African-American.

"And if you try to fire me, sonny," said the senior line worker, "I'll hit you with an age-discrimination suit so fast it'll make your head spin!"

"You know you can't let me go—I'm a woman," said the third employee with a smile.

All eyes then turned toward the young white guy, who said, "I'm ... uh ... well, I think I might be gay."
David
Ogden, Utah

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

"This constant rivalry with Acme is getting out of hand."

"I love this spot!"

# TALKING TECH

### CHANGE IN OIL?

I read in your column that you use fully synthetic oil in your bikes. I use Mobil 1 and I am very happy with it. But, I just read that as of October 15, 1996 we shouldn't use "car oil" in air-cooled engines. The new API service rating "SJ" has been formulated for water-cooled engines and has slashed additives like zinc and magnesium that roller bearing V-twins desperately need. Has your opinion changed or do you still think Mobil 1 is as good as always? Thanks.

Lefty
Poplar Grove, Illinois

*Thanks to my bro Al Coopland at Mobil 1, I got the straight dope on your oily inquiry. What was reduced in the new oils was phosphorous, because it kills catalytic converters, but this was from, .12% to .1% (for zinc also). This, however, was for gas-engine oils below the weights of 15/50 which is the weight of Mobil 1 you should run in your bike (that's the weight I use) so the reduced levels won't be a problem. Also, it wasn't magnesium that was reduced for this matter, just the phosphorous and zinc. Magnesium, calcium, and sodium are detergent additives, not lubricant additives. Also, it's not the SJ rating, but the GF2 rating that was changed and it doesn't apply to the lighter-weight oils. What this means in English, is that you can continue running Mobil 1 15/50 without any sweat. This comes directly from the source.*

### GIVE 'EM THE BOOT

I'm looking at going dual-disc on my Softail Custom, and since the billet fork tubes are out of my reach, I was looking at the ones Harley uses on the FLTs and Road Kings. These I can afford, but I have noticed that since they are made to be used with the chrome covers on the lower trees, the tops of these sliders are more of an oval shape which makes finding a fork boot difficult. Does anyone make billet fork boots for these sliders, or is there another solution?

Kyle Pollard
Reno, Nevada

*Well, if there are any FLT-specific boots out there, I'll put this one out to the other readers. Your other option is to buy the sliders and a set of billet fork boots, then have the top ends turned round to accept the boots. I have seen this done, and when they are installed, you can't tell that anything special was changed. It's a clean installation, but does involve some machining.*

### PAPERS? WHAT PAPERS?

Maybe this issue is old hat 'round your parts, but more than once I have seen an engine or trans or even a frame for sale that had numbers but no papers. Is there anything that can be done to verify that the parts in question aren't stolen? I like a good bargain as much as the next guy, but I ain't into having my ride impounded because of shady numbers.

Wayne Kotter
Cincinnati, Ohio

*Hmm...These laws vary from state to state, and can be sticky straight across the board. If your seller is legit, they shouldn't mind working with you on the sale by letting you run the numbers through your local law enforcement. You should tell them that you are interested in buying such-and-such and provide the numbers. They will run a check to see if they come up stolen or not, then you can get further info on what to do to get it all squared away. Taking a questionable part in to be verified could often get the part confiscated if it is hot. This is a tough subject, but a call to John Law prior to attending a swap meet could give you the best info to go on.*

### SETTIN' UP SHOP

You guys seem to be pretty good at handling our tech problems, so here's kinda an oddball question: I want to set up shop in my garage, and since there's just so damn much equipment I could buy, where should I start?

Dave Ford
Seattle, Washington

*Tools—enough to do basic maintenance. As for equipment, a drill press, sander or grinder, and bandsaw can be great investments, especially for doing some of your own custom work. Much of this can be purchased through discount tool outlets like Harbor Freight Salvage, as well as garage sales, swap meets, etc. Later, you might want to look for a small lathe or similar machine, and a welder is good to have if you know how to use one. Most all of the big machines you will find in machine shops have smaller versions, even milling machines. Scour the classifieds and you will find plenty of hardware...only problem is, you may run out of space.*

### OILY SPORTY

Thanks for your tech tips. You guys are great. I have a fucked problem with my 1993 XL. When I go fast at high rpm the crankcase breather tube spurts oil everywhere. The oil level drops and oil spills over the rear brake disc. I have checked the oil lines for pinches and the breather bolts to the air filter on the heads and all was OK. I'm fucked with that shit and receive a thousand different answers to my problem, so I decided to consult an expert. Thanks again, you're *cojonudos!*

Vinci
Madrid, Spain

*This isn't such a strange problem. In the past, bros have written me with similar problems, usually on XLs. But it can also happen on big twins too. Contact my buddy Duncan Keller who is the owner of Yankee Engineuity (Yankee Engineuity, 1520-A West San Carlos, San Jose, CA 95126; 408/275-0203, 408/275-0204 fax). He's got just the ticket to cure your problems: One is Yankee's scavenge pump that bolts in place over your points cover. The billet aluminum pump works well and looks nice to boot, but when it's teamed up with one of Yankee's windage trays, your Sporty's oiling system will become efficient and won't cover your bike with an oily mess anymore. The idea is to get the oil out of the bottom of the crankcase and back in the tank where it belongs. I've run Yankee Engineuity products and can firmly recommend them. Good luck!* ⊙

---

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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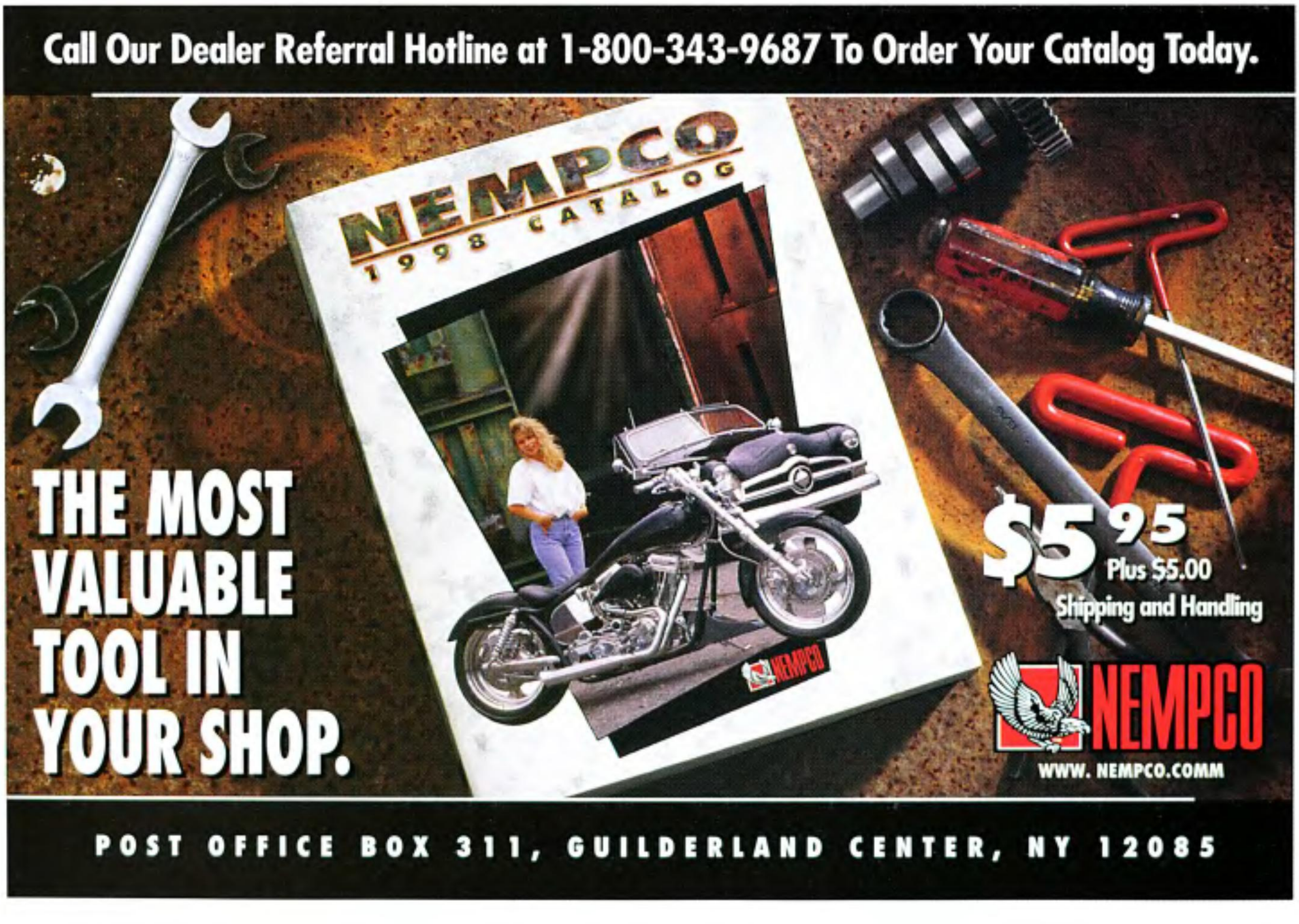

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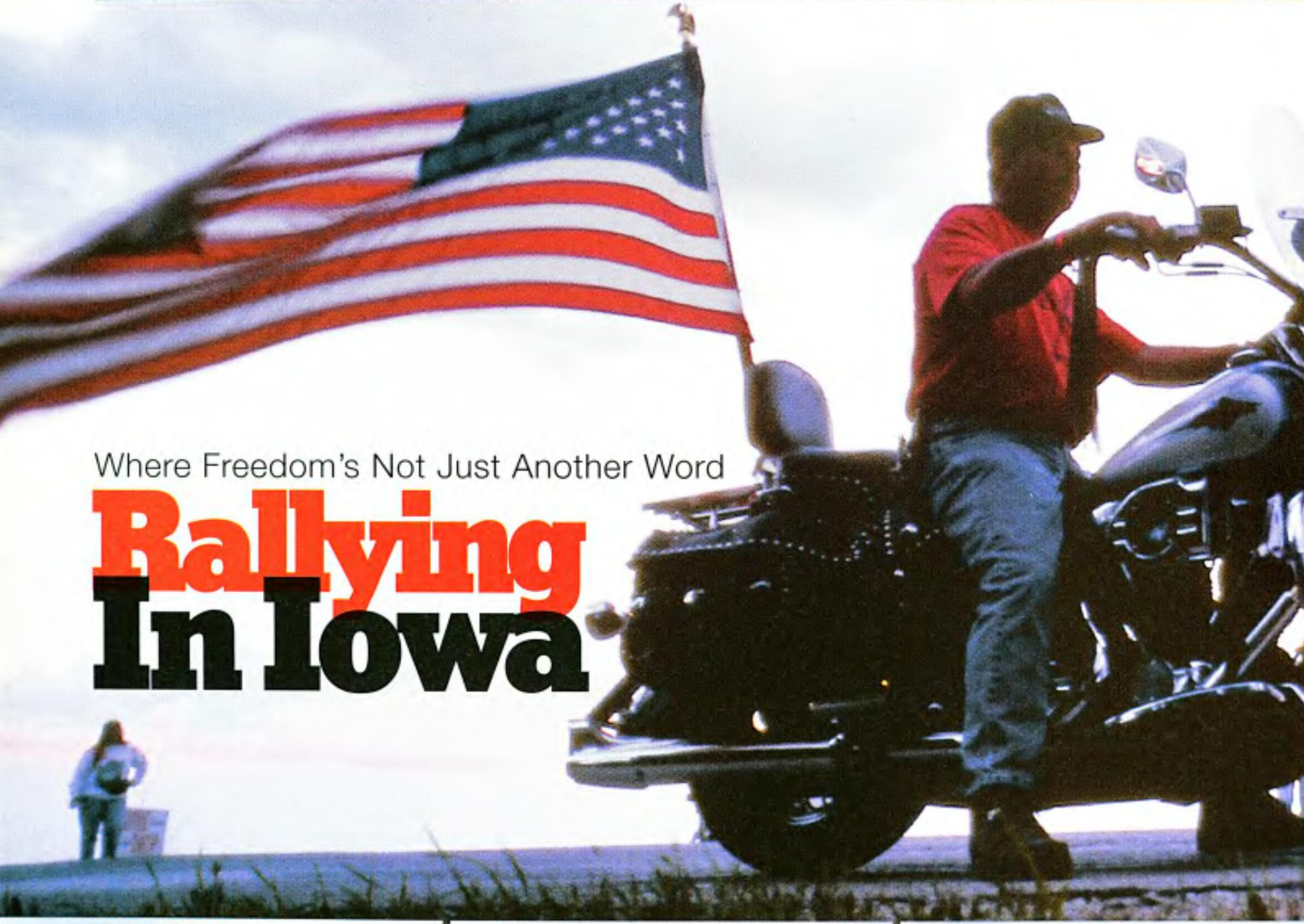
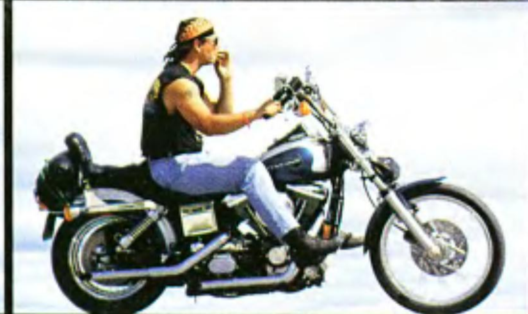


Where Freedom's Not Just Another Word

# Rallying In Iowa



While, according to Bobby McGee, freedom may be "just another word for nothing left to lose," most Americans consider freedom to be something worth losing your life for, as many before us have and many more will do in the future.

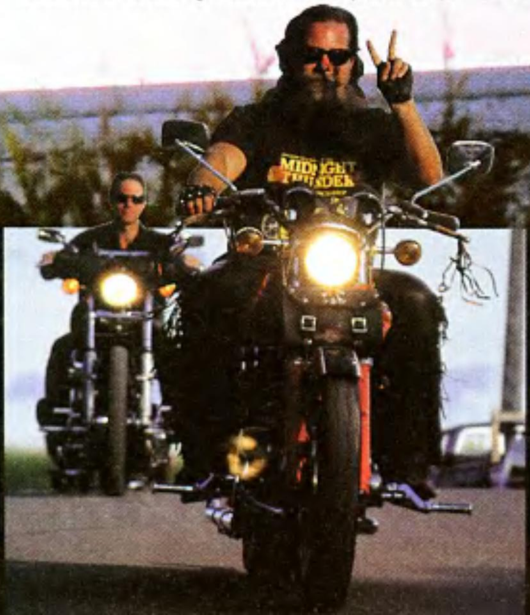
There are as many freedoms as there are meanings of freedom, including the well-known freedom *from* choice as requested by Devo. Besides God and sex, there probably is no other word that has been used and misused more frequently throughout the history of mankind than freedom. And in the name of these intangibles, some of the most atrocious and honorable acts of which humans are capable have been committed.

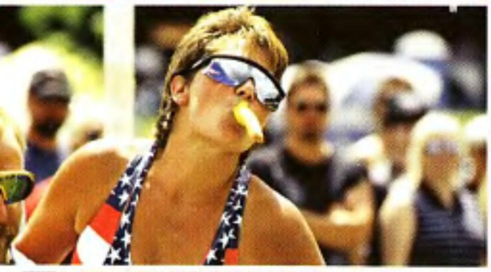
Like God and sex, freedom is as necessary to most people as the air they breathe. Here in the US of A, the first biker rally in the name of freedom took place back in '73 (1773, that is) in Boston, although historians and their allies would rather have us refer to it as a tea party. But as far as I can tell, nobody there was sipping Earl Grey with raised pinkies, and the only reason they dressed as Indians was 'cause they didn't have access to one of our fine *Roadware* catalogs back then (as it was subject to high taxes, against which those bikers were protesting).

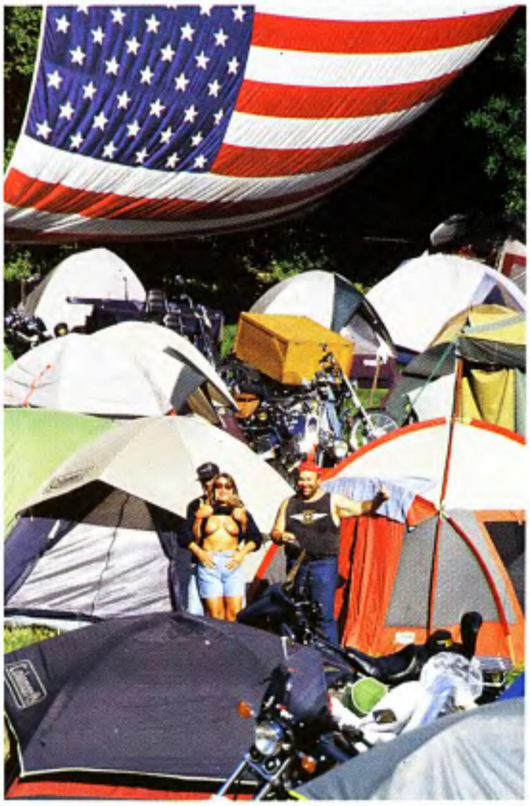
Shortly thereafter, ol' Patrick Henry, another early biker, voiced every man's opinion with his immortal words, "Give me liberty, or give me death." Since those early days, freedom rallies have been a mainstay of the American political menu, in particular among the well-known human subspecies known as *homo bikerensis*.

Now, I'm not trying to make fun of the situation, because freedom of any sort is too serious to be taken lightly. I am just trying to explain that rallies such as this ABATE of Iowa Freedom Rally are the direct descendants of this first Boston Rally—well, OK, Tea Party. And while at most rallies the tea tossing has been replaced with biting wienies, showing of tits, and the hoisting of beer mugs, the underlying premise has remained the same: Have a blast celebrating your freedom, but at the same time make others aware of how precious this freedom is.

So we traveled to Humboldt County last July to capture some of this ancient spirit and try to bring it home to you, our readers. This was the 13th time around for the ABATE of Iowa Freedom Rally, and it →







sure seemed to be the lucky number for the many folks attending. The weather was fine, the women were terrific, the beer flowed in streams, and the music was outta sight.

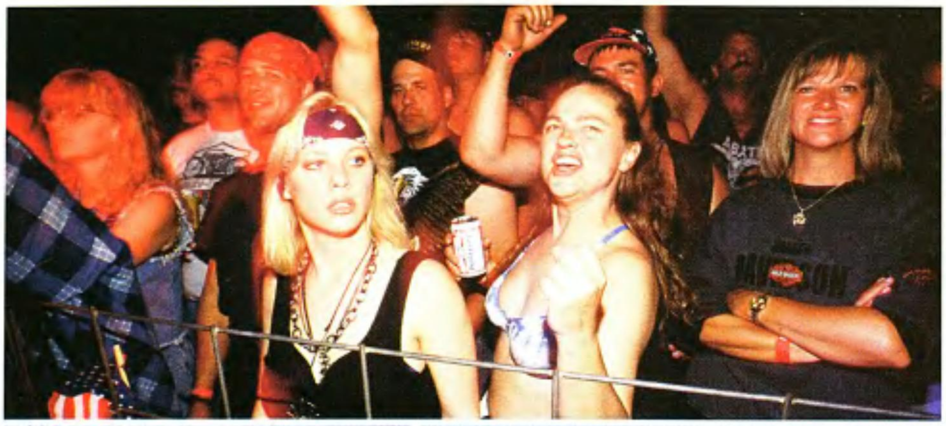
The gates opened on Thursday, July 3, at noon. It's always a good idea to come early, so you can take your pick of the choicest camping spots. After setting up and getting settled in, most folks wandered around to see what was up and who was there. Many a friendly beer was shared with neighbors, friends, and acquaintances, and by the time dusk crept onto the compound, the stage was being prepared for the first band of the evening: a local group called Ski Band. Big Al & The Heavyweights followed them, and later on the 69 Band laid down the rhythm. Feet were flying and legs a-hopping into the wee hours.

But Friday and Saturday were, of course, the heavy days, with bike games, titty contests, lots of food and drink, and a helluva good time in general. In fact, Friday began shortly after noon with a rodeo in the Hayfield area. And at 4 p.m. the Opening Ceremony was under way. Janet Halverson sang the national anthem, during which Darlow "Rip" Rapple fired his canon, followed by the traditional 21-gun salute. Then a memorial tribute was read onstage in honor of all the ABATE of Iowa members who had died since the rally the year before.

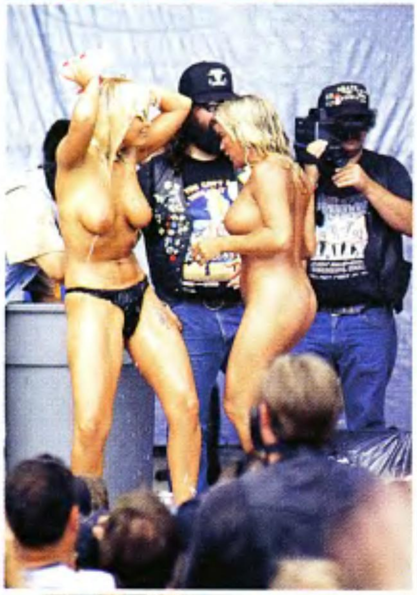
At the Humboldt County Dragway, located on State Rte. 3, two miles east of U.S. Highway 169, the drag races had already begun, and more than 100 professional class riders were battling it out to qualify for the elimination races the following day. This usually is one the biggest all Harley 1/8-mile events in the Midwest, if not the biggest.

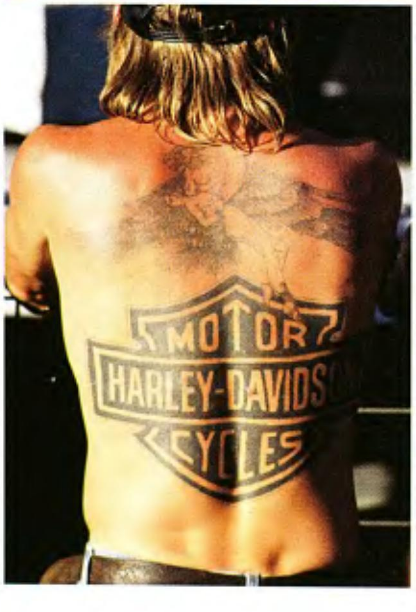
On stage at night, the musical offerings ranged from Iowa rockers Raising Cane and Lynn Allen, to out-of-staters like Crow and heavy hitters Molly Hatchet. Again, the earth was shaking until far into the night.

Saturday morning saw a bike show in front of the main stage, →



Photos: Mike Lichter





while over at the Hayfield area, the bike games were playing out. And at the Harley Drags, the final eliminations began at 1 p.m. with so much thunder rolling down the strip, you coulda thought the end of the world was near. But the highlights were once again up on that stage after the sun had set: Jim Dandy and Black Oak Arkansas warmed up the crowd so that when Rick Derringer finally took to the stage, they were ready for him. Next to his old buddy Johnny Winter, there isn't a better guitarist alive who can shred like Derringer. Everyone's ears were still ringing the next morning.

Which was, of course, Sunday and the day to pack up and hit the road one more time. All in all, it had been a fantastic weekend for everyone. The concept of freedom was celebrated in its purest and most tangible ways, reminding everyone that just because they are enjoying the fruits and sacrifices of our tea-tossing forefathers, each and everyone one of us has the obligation to perpetuate the inalienable right to this luxury for those who come after us. Imbued with this spirit, folks said their good-byes as they hit the road, promising each other to come back next year for sure.

So if you're in the vicinity of Humboldt County this July, check out this year's festivities, which promise once again to be a mind- and eye-bending experience. This year's Freedom Rally will take place July 2-4. Call ABATE of Iowa at (515) 858-5001 for more info. And bring your own tea.

*—Tweezer*

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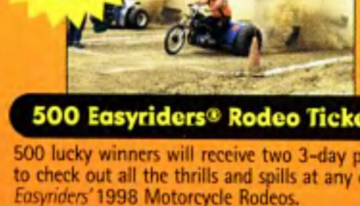

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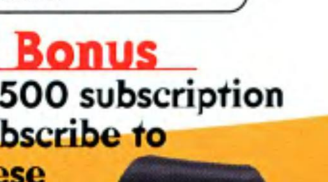

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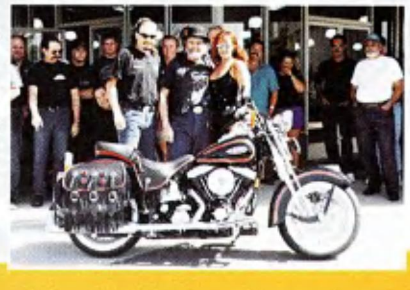

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1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to the 1998 $200,000.00 "Bike Of Your Dreams" Subscription Sweepstakes, P.O. Box 469057, Escondido, CA 92046-9057. Entry form must be legible and completed in full to be valid. All entries must be received by August 31, 1998. Paisano assumes no responsibility for lost, misdirected or late mail.

2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,304 prizes — 1 Grand Prize, 1 First Prize, 1 Second Prize, 100 Third Prizes, 100 Fourth Prizes, 100 Fifth Prizes, 500 Sixth Prizes, and 500 Seventh Prizes. The $15,000.00 cash option is in lieu of only the Second Prize choice. The motorcycle prizes pictured may not be the specific ones awarded. Total approximate retail value is $228,000.00.

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4. Sweepstakes is open to all residents of the U.S. aged 18 and over, except employees of Paisano Publications and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE AND LOCAL TAXES, IF ANY, AND DELIVERY OF BIKE ARE THE RESPONSIBILITY OF THE WINNERS.

5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Paisano Publications, Inc., and none will be returned. Winners grant Paisano Publications and its agencies the right to use their names and likenesses for advertising and promotional purposes.

6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Paisano Publications, Inc., 1998 Sweepstakes Winners List, P.O. Box 1050, Agoura Hills, CA 91376-1050.

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300

In Celebration Of 300 Issues, Here Are The Twelve Most Beautiful Women To Ever Grace Our Pages.

# BEST BABES

Behind his jail-door desk, his feet resting on the pipes of a Panhead motor tucked underneath like an offering box, Bandit sat like a statue. I waited patiently for the Buddha to speak. Finally, at long last, he stirred.

"Ah, Red, my son. It is because of your vast, worldly experience, and because you are a true connoisseur of beautiful women, and because everyone else is too fuckin' busy that you have been chosen for this highly difficult, yet ultimately rewarding adventure before you now. Go out into the archives of our 300 issues and dig up the twelve most beautiful women to ever grace the pages of our fine magazine. No more and no less. Should you complete your task and find all twelve of them—"

He fell silent.

"Yes?" I was excited now. I wanted to hear more about what surely was to be my reward. Marry the princess? Reap wealth and fame? What? I dug through my pockets feverishly, but, alas, I couldn't come up with another quarter to put into Bandit's mouth, and so he remained silent forever more. →

Photo: Pete Chiodo

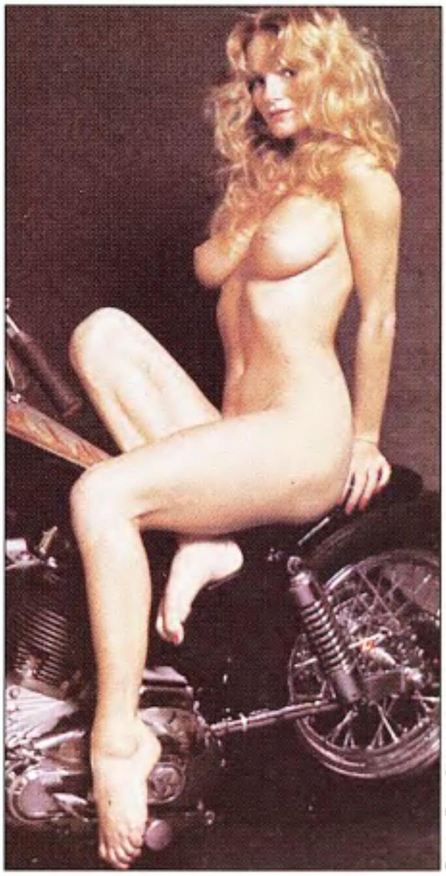


Photo: Pete Chiodo

**Gloria White**—*Easyriders* #1, June 1971: Much like George Washington is considered the father of this country, Gloria White could be thought of as the mother of all *Easyriders* Feature Girls ... well, at least they share the same initials. But because Gloria is much prettier than ol' George (and has no wooden teeth), we chose her as the first *Easyriders* girl ever. If you still have our premier issue (or if you got our 25th Anniversary issue, June 1996, which contained a reprint of our first issue), then you've seen her, the sweet girl from next door, gracing Ishmael Fernandez's 1947 Knuckle.

Just like you never forget your first lay, we, of course, couldn't forget Gloria, and we've contacted her to see how she has survived the honor of being our first. We're happy to report that she's alive and well—and was even glad to hear from us! (Go figure.) After traveling, singing, acting, and living in various parts of this country, she is now living back in Southern California, pursuing a career in film and theater, and she's even writing a book about her life and experiences. It seems odd, but when you look at the two photos of Gloria, it's hard to believe that there's a time difference of 27 years! Why, it only seems like yesterday.

**Mary**—*Easyriders* #38, August 1976: Mary, Mary, wasn't at all contrary. In fact, downright agreeable she was. All it took was a case of beer and a coupla bottles of wine, and Mary's inhibitions seemed to vanish into thin air. Or maybe it was the promise of fame and fortune that invariably results from being on one of our covers? Hard to say, but Mary is definitely easy on the ol' orbs. And speaking of orbs, Mary still hails from the pre-silicone era, when sheep were still sheep, and men ... no, wait, wrong witticism! This ain't Texas! But you get my sheepish drift: she's real in all the right places, and a true monument to any biker's wet dreams.

Had only I borrowed a quarter from Loudmouth, or Oil Can, or Thin Foot, or one of the panhandlers at the nearby freeway entrance, I might have been warned of the many pitfalls and tortures awaiting me in the "Dungeon of Archival Doom."

There they were, hundreds of them, the Tammys, Wendys, Tiffanys, and Barbies of Featuredom, tempting me like the sirens of old Ulysses, beckoning me toward them, vexing my soul, toying with my heart. I was putty in their hands. Gaggles of gorgeous gals, bevies of bodacious babes, and a murder of mischievous maidens were waiting to grab hold of my senses, to send me spiraling down the dark abyss of lust and desire, from which not many a mortal's sanity has returned.

After what seemed like hours, days, nay, a long time, I finally emerged from the dungeon. Tattered I was, and scratched and bitten, bloodied and exhausted, yet spiritually not worse for the wear, as I presented the Twelve Chosen Ones to the world.

Once again I walked into Bandit's temple, this time filled with pride and a sense of worth, having left behind a most arduous journey into the land of the Fearsome Feature Girls. I put a shiny new quarter I had just found in Oil Can's wallet into Bandit's mouth.

"Yo Bandit," I said. "Are you in there?" I knocked on his head. "What's my reward for all this pain and torture stuff? And who's gonna pay me for some new clothes?"

After what seemed like a brief moment of eternity, Bandit slowly opened his eyes and spoke. "You have done well, my son, as I knew you would. But the reward lies in the task itself. As for your new clothes, just fill out an itemized request form and leave it with Nancy, my secretary."

With that, he fell silent again.

I was stunned. "That was it?" I asked. "After all that I get nothing but an itemized request form?" I started to fume. "Dammit, Bandit, I want my quarter back!"

But his mouth remained shut, no matter how hard I tried to pry it open.

"Aw, fuck it," I finally said and thought of the Twelve. "At least I've got the mammaries." —*Red Baron*

---

*The above story was actually nothing more than one of Red Baron's wet dreams. Any similarity to actual living persons in this story is purely coincidental and probably not intentional. However, the 12 beauties presented on these and the following pages are as real as their hairless bodies, and Easyriders is forever grateful to them for sharing their beauty with us, and our readers.* —*Ed.*

Photo: Pete Chiodo

Photo: Billy Tinney with Woody, Col. Naylor, and Dangerous Doug

**Joan**—(above) *Easyriders* #54, December 1977: Some women just like it rough. Nothing wrong with that—rough can be good. Joan was one girl who liked it rough. Challenging a bunch of mean and nasty bikers to a game of strip pool may not be every woman's idea of a fun-filled evening. But when you've got a body made of tempered steel and the attitude of a pit bull bitch on the rag, then your reality oftentimes has some rough edges and your energy flows like lava through a paper funnel. But that's just half the fun. The other half of the fun is trying to make it past 30. Oh, yeah, as you can see by her delicious nakedness, Joan won (lost?) the game.

**Marilyn Chambers**—(left) *Easyriders* #89, November 1980: What better way to establish major credibility among the biker crowd than with the most successful female porno star of her time? Well, Marilyn Chambers knew how to ride the wave of success, coming from *Behind the Green Door* right into the most prolific biker rag of all times. Not only did Marilyn turn out to be a great asset to our pages, she also turned out to be great people. And she looked stiffeningly scrumptious on that Sportster, too. But then, it was pretty clear from the beginning that Marilyn would look egregiously erectile on anything her sweet buns would mount!

**Sue Campanera**—(right) *Easyriders* #139, January 1985: Sweet Sue, the girl from around the way, came into the studio looking for a banana and ended up naked on a Harley. Well, something like that. It's just one of those things that can happen in El Lay, to anyone, anytime. Like sitting at the lunch counter at Schwab's, a visit to our photographer Pete Chiodo's studio in Burbank could mean the springboard to success: a fabulous career, boundless wealth, and a star on Hollywood Boulevard. Sweet Sue coulda had it all, it was hers for the taking. But sweet as Sue was, she was happy with just the banana.

Photos: Pete Chiodo

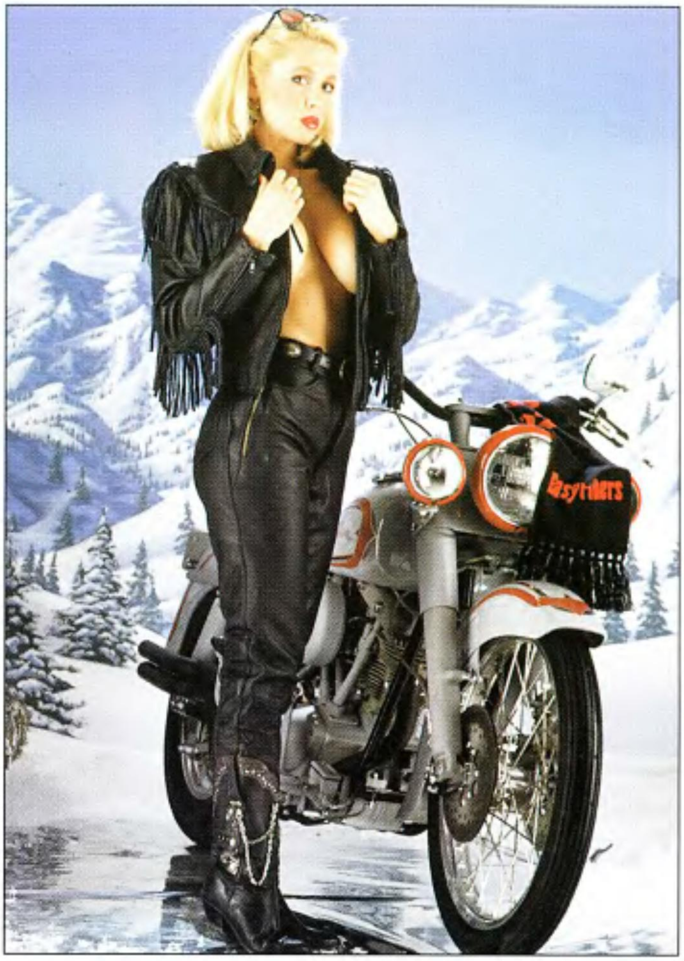
**Julia Parton—**
*Easyriders* #120, June 1983: Lovely Julia (not to be confused with Dolly) Parton had a poem written in her honor—Ode To Reality—in which the advantages and the righteousness of nonmodified equipment were praised. "It used to be, you were sure what you saw, was all growed according to Ma Nature's law," just to quote a coupla heartfelt lines. Of course, our poet laureate goes on to assure us that what you see here is what you get, and that there's nothing better to the sight and touch than the real thing. All of which is represented wholesomely and convincingly in Julia, as she proves by her nimble "show-all" exercise.

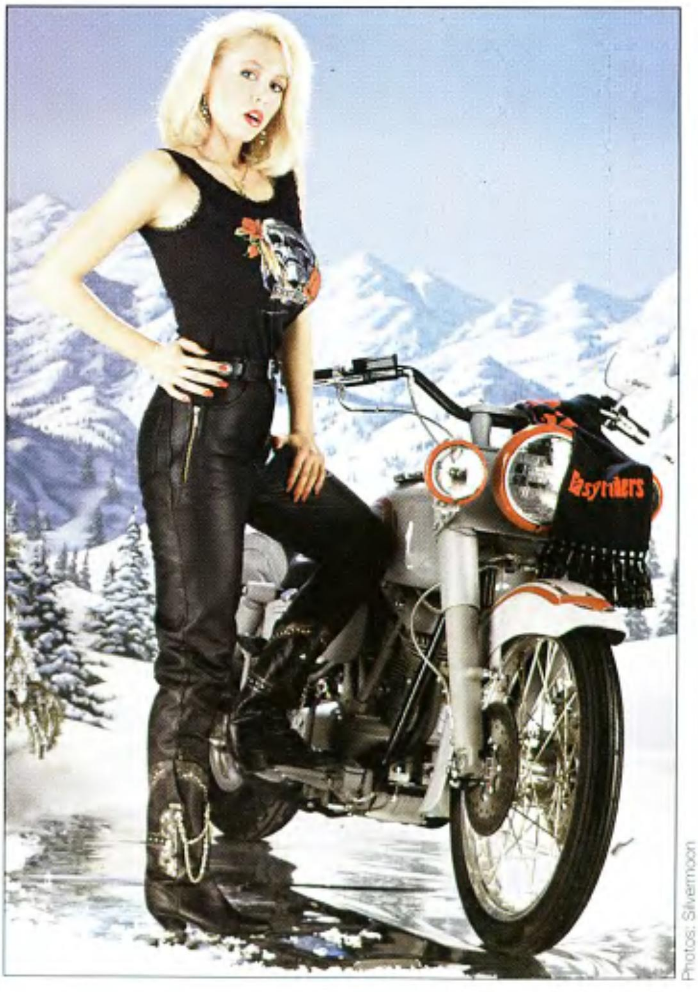
Photo: Pete Chiodo

Photos: Silvermoon

**Brooke**—(above and below) *Easyriders* #165, March 1987: Brooke, also known as Sudshead Sheila, has been a staple source of eye candy at our rag for a number of years. Her bubbling debut as a bike washing bathing beauty with a big hose was as bombastic as anything ever seen in these pages. Many an encore followed, mainly in our prestigious *Easyriders* product catalogs and as a catwalking model in our fashion and leather shows at various bike shows. The biker world, it seemed, just couldn't get enough of this superb spinner. So here she is once again, due to popular demand, for a one-time engagement! Gentlemen, please put your hands together for Sudshead Sheila and the Bubbles.

**Snow White**—(right) *Easyriders* #198, December 1989: Snow White never looked this hot and seductive in those ol' Disney cartoons. I'm sure, with a dish like Snow, those dwarves would have handed her all their diamonds and ended up on welfare trying to outdo each other and buy her anything she wanted! A new castle? A hit man to get rid of ol' step mom? A witch detector and remover? A blender for those apples? Just a snap of those long, enticing fingers, a wiggle of those luscious hips, or a quick bounce of either sweet melon would have sufficed to send any ol' dwarf over the top. It sure as hell worked with us.





Photos: Silvermoon

**Domanique**—(right) *Easyriders* #236, February 1993: Rarely has there been a hotter-looking redhead on our cover than our dominatrix of the month, Domanique. Clad in leather-strips, shiny studs, and not much else, this auburn vision looks like there would be no sweater strong enough to contain her missiles. In fact, as part of the photo shoot she was supposed to put on a chain mail shirt, but her steel hard nips and those we-must-remain-free-at-all-costs melons just tore the thing to shreds and looked at us like they were daring us to try to do that again. Needless to say, we easily gave in. Sometimes you just have to know when to fold 'em.

**Christy**—(below) *Easyriders* #225, March 1992: Christy was the October 1991 Fox Hunt winner and came out from Baltimore, Maryland, to grace our cover. Talk about sharp as a whip! Loudmouth's rear end still smarts when he thinks back (longingly) at the 1993 *Easyriders* Columbus Bike Show, where this Fox of the Year made personally sure he was on the ball. While there, she also broke all of our records by having her picture taken with more guys at an *Easyriders* Bike Show than any other Fox Of The Year. Which goes to show ya: It's not just us here at the rag who think she's downright dangerous, deliriously delectable and damn fine, to boot.

Photo: Silvermoon

Photo: Raiko Hartman

Photos: Don Rogers

**Gina La Marca—**
*Easyriders* #265, July 1995: Gina, originally of Homestead, Fla., not only digs Harleys as a means of something to put between her legs to make a layout look good, this gorgeous redhead was also featured in our pages with her very own sled, a 1994 FLSTS (Readers' Rides, *Easyriders* #268, Oct. '95). This babe likes riding, period. And we like to watch her riding. After her national modeling debut here at *Easyriders*, Gina went on to become *Penthouse* Pet of the Year—I wonder if her cute little leather harness and collar outfit had anything to do with that? And what kind of leash does she prefer? Inquiring minds need to know.

**Monika—**
*Easyriders* #291, September 1997: Last, but by no means least, Monika is the most recent sample of the fantabulous feature babes of *Easyriders*. Monika, who hails from Ft. Lauderdale, Florida, apparently had her last name stolen just before her career as a model began to take off. But with a face and a bod like hers, who needs a last name? After all, Cher, Madonna, Twiggy, Mutha—these are all beauties who have lost their last names somewhere along the way, so Monika is in great company.

Anyway, this just about winds up our trip through the mountains and valleys in the Land of the Feature Girls. We hope you enjoyed it and ask you that when you leave, please turn on the lights and make sure to wipe your seats.

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# A FATHER'S ADVICE

## Farmers, The Depression, And Quality Parts

I'll never understand my parents. They grew up during the Depression, and have seen really harsh times, yet now they take all modern conveniences for granted. My folks have been trying to give me a satellite dish because they think I can't live without TV. But to be honest, I simply don't have time to watch TV. And if I did, I'd rather do something more stimulating. →

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For instance, right in the middle of writing this month's assignments, I attended an Amish dinner party to celebrate another successful year of farming and living.

It was like any party, good food, music, and storytelling. We talked about guns, draft horses, taxes, motorcycles, and logging. (Just like most biker parties). The host of the party was Alvin, a 25-year-old guy. He and his wife just had a kid this year. Alvin worked construction until he built his farm up enough this year to stay home and work. This was his first successful year.

Alvin's father and younger brothers were all present. Now Alvin's father is an older gentleman who is obviously a successful farmer and man of the world. He has traveled a lot and has gathered many experiences. I could tell that he wanted to give his sons some advice about farming and life in general, but I think he also knew that no strapping young buck wants to hear their old man tell him how to do things. Alvin's father was rather clever. In order to share his knowledge with his sons, he would start telling a tale from the good old days and pepper the stories with more science and practical facts than a Ragner Benson book. Then the father's logging buddies would pipe in. The next thing you knew, we learned about red-footed chukars, skidding logs, and removing the odor from pig manure. You won't hear information like that from Dan Rather.

Now don't get me wrong, I'm not calling Ron Simms old. Shit, I might be going out on a limb here, but I bet a plug nickel that Ron doesn't know the first thing about swine manure. But he does know custom Harleys. Ron has been building full-blown customs out of his shop in the Bay Area for over 25 years. "This ain't no bullshit Flynch," he said. The products I use are the best shit I can build or that are available on the market. I've had companies try to give me shit to use, but I won't even take it for free. You can't build great bikes with shit."

No bullshit, right to the point, I like that. He went on, "I've spent twenty-five years perfecting it. I've been building the same bikes, and we've gotten good at it. You look at my bikes twenty years ago ... they were short, fast, and low to the ground."

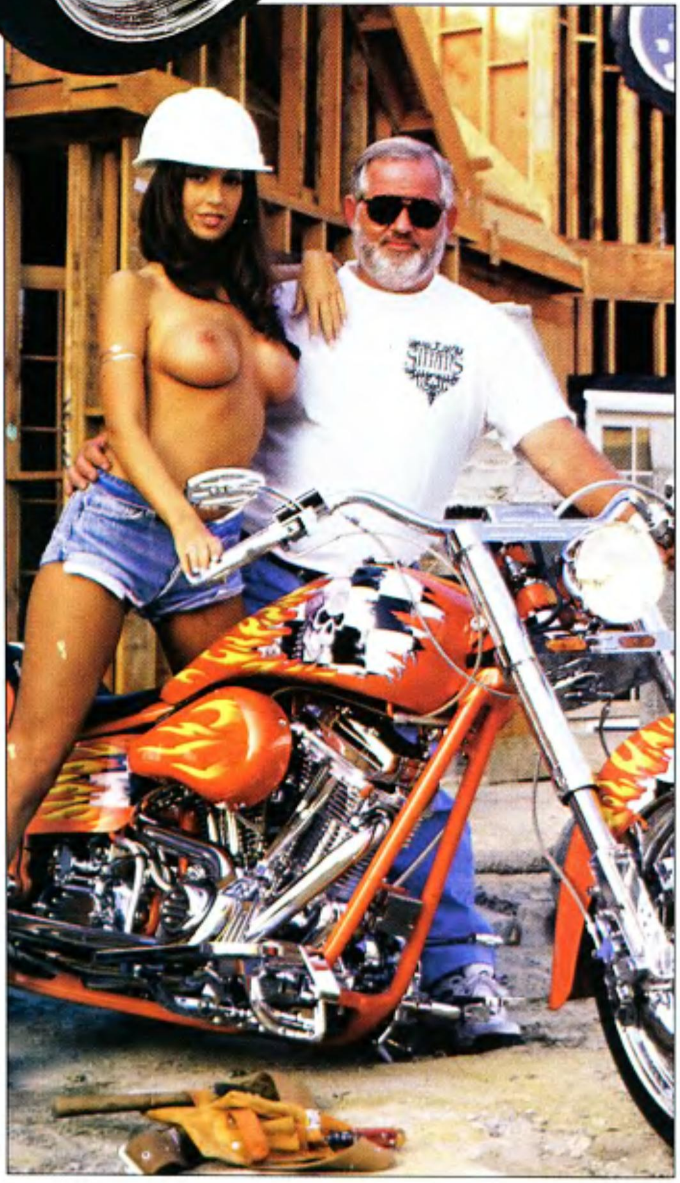
Before I could get a question in about red-footed chukars, he began telling me about the orange Softail you see here (Oh, yeah, this was a bike article wasn't it?). Bay Area Custom Cycles built this Softy for one of their good customers, John Ward, who owns Absolute Silkscreen. John is a total gearhead speed freak. His Sunday go-to-church car is a twin-turbo Porsche. So Ron knew this mutha had to be bad.

John recently rode the bike on a run in Hawaii and is claiming to have had the fastest bike on the island. Hey, man, like the ever-so-wise Ron Simms says, "No matter how good they look, it must be top quality. No cheap shit!"

"Flynch!" you say, "you can't leave us hanging like this. The babe in the Trier Electric hard hat and boots, could it be the ever-so-illusive Nancy Trier? Tell us Flynch, we must know!" Well, you more astute readers may recognize our past cover girl, Nicole, who bewitched our photog and snuck into another bike feature. Ordinarily, we'd never let this happen, but this babe is so hot we didn't have the heart to pull the pictures. We're going to give you fair warning, though—you'd better look hard, you'd better look long. You won't be seeing Nicole again for a while.

If you're interested in the iron, though, you're in luck 'cause Ron Simms is goin' to just keep building this classic style.

—*Der Flynch*



**Owners:** John Ward
**City:** SoCal

**General**

Fabrication: Ron Simms' Bay Area Custom Cycles (BACC)
Year/make: BACC Softail
Model: Nicole, of course
Assembly: BACC
Chroming: Cerrera Plating

**Engine**

Year/model: 1997 Evo
Rebuilder: Mark Rosenthal
Ignition: Dyna
Displacement: 98-inch
Lower end: S&S
Pistons: S&S
Cases: S&S
Heads: STD/Harrans
Cam: Leineweber
Carb: S&S
Pipes: Pro Street Thunderheader
Modifications: balancing by S&S, S&S lifters, Simms air cleaner

**Transmission**

Year: 1997
Modifications: BACC

**Paint**

Molding: Horst
Painter: Horst
Color/type: tangerine candy, black and white/House of Kolor
Special paint: graphics by Horst

**Frame**

Year: 1997
Type: Softail
Builder: Simms/Paughco
Modifications: 39-degree rake 2-inch stretch

**Accessories**

Bars: Simms
Handlebar controls: Performance Machine
Fenders: Steel fabricated by Simms
Headlight: Headwinds
Taillight: Simms
Dash: none
Pegs: Simms
Foot controls: Simms/H-D
Gas tank: widened and stretched by Simms
Oil tank: Simms
Seat: Simms/Corbin
Mirrors: Simms
Grips: Simms

**Forks**

Type: Storz/Ceriani
Builder: Simms
Modifications: BACC triple trees

**Wheels**

**Front**

Type: Performance Machine
Size: 18-inch
Tire: Metzeler
Brake: Performance Machine

**Rear**

Type: Performance Machine
Size: 18-inch
Tire: Metzeler
Brake: Performance Machine

**Photos:** Jim Gianatsis

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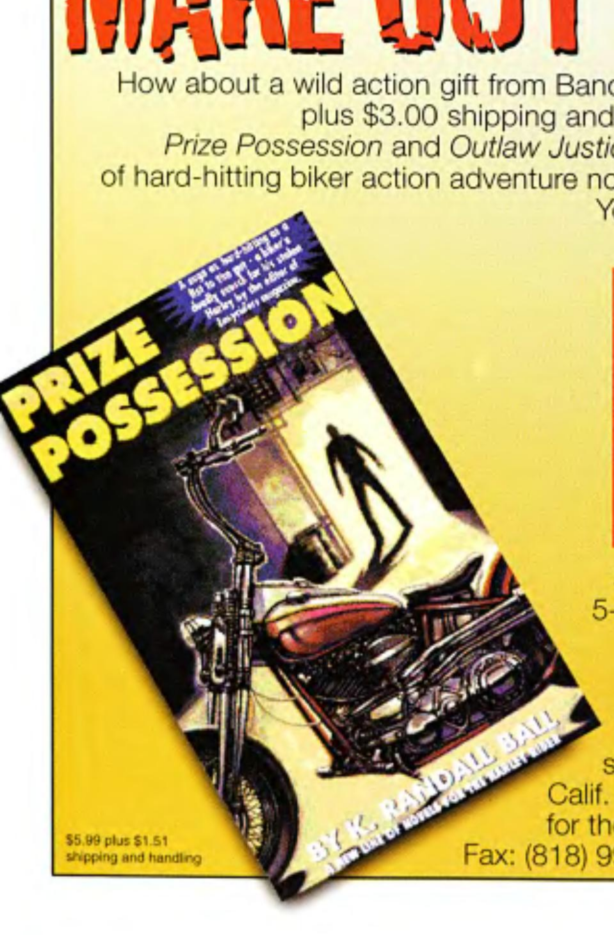


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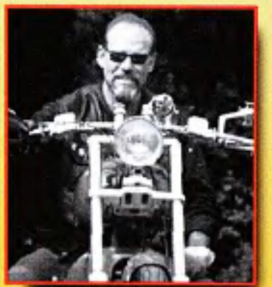

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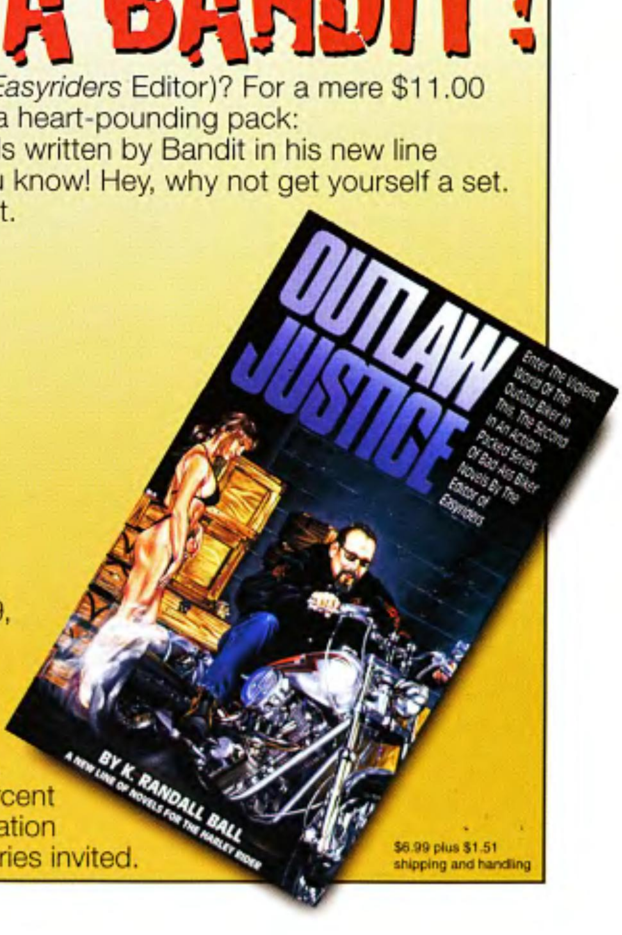


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# American Pride

Handmade Belt Buckles From A Downed Bro

A bar fight, a biased jury, and a bad rap. Sons of Silence Nomad Rudy fought hard, but the system prevailed to the tune of a very extended stretch. Whatever the circumstance, real men don't complain; they make the best use of their time, and Rudy's graybar handiwork with belt buckles is the stuff of metal art.

He learned the craft in prison from a guy named Dutch, who'd been making buckles by hand for years. "I wanted to do something in the hobby shop to help pass the time," Rudy said, "but I →

Photos: Mike Lichter

wanted it to be related to the lifestyle. I'd lived on the street, so I started making 'biker type' buckles."

Rudy's creations start from sheets of German silver, bought through the hobby shop. His hair-thin sawblades (he goes through about 10 blades per buckle), turquoise, and other materials are purchased from Indian Jewelers, Inc. All items and tools are sent to the mail room for inspection, then on to the hobby shop guards, and finally to Rudy for use only in the hobby shop.

Rudy's other art wrenches include jewelers saws, soldering torches, a drill press, buffing and polishing machines, and engraving tools, which he

Rudy, third from the left, in the hobby shop.

bought specifically for his work. Rudy then customized them to fit the need for fine, precise details.

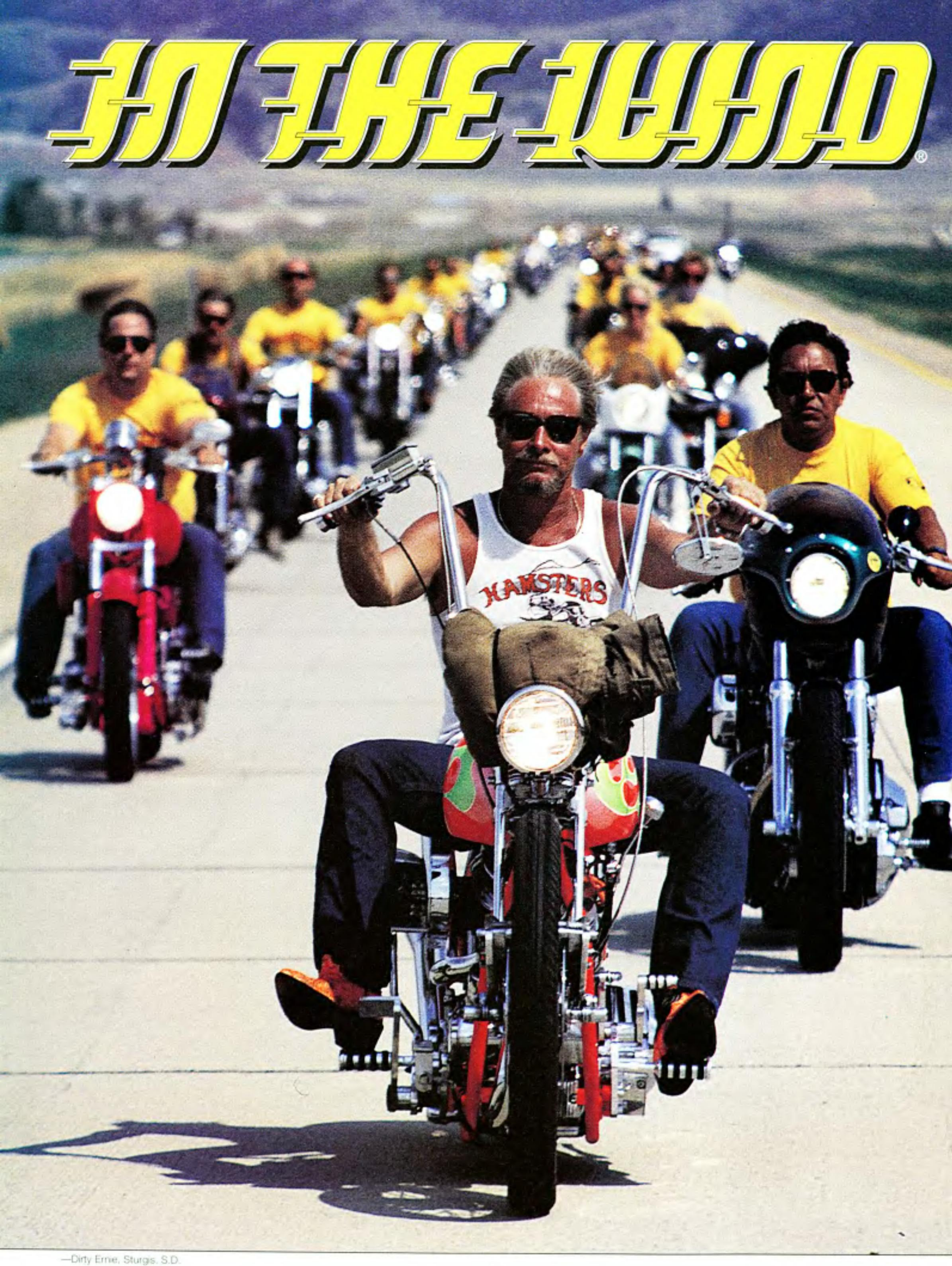
Each buckle requires about 12 hours of labor. Due to the large amount of cell confinement, it takes Rudy about four days to get in 12 hours at the hobby shop. But once he gets started, his methodical, artistic techniques come to life.

"All the buckle patterns are hand drawn or taken from a custom logo," Rudy explained. "I can also do logos from business cards, etc. The pattern is transferred on to the metal, then hand cut, soldered, and shaped. Next, I pour acrylic resin in areas where I have carefully cut out metal, such as for lettering. Acrylic resin is colored to fit the need of the buckle.

"Stones are added if desired, and the buckle is then sanded, buffed, engraved, and rouged. This is the final polishing to give the metal its highest shine and to remove any imperfections. I can also make point covers for bikes; they're created the same way as buckles."

I rarely offer a Trash Two-Thumbs Up endorsement of anything, mostly because that's a lot of words to type. But lemme tell ya, Nomad Rudy is one belt-buckle-craftin' bro. His creations run $40 a piece, and he'll work with your design or create his own for ya. Rudy can be reached at Colorado Territorial Prison, Votteler, #86462, P.O. Box 1010, Canon City, CO 81215-1010. You can also order any of the buckles featured here.

If you're tired of seein' half-assed products in the biker world, try one of Rudy's custom creations on for size. It'll add a whole new meanin' to your idea of ridin' with pride. —*Captain Trash*




—Dirty Ernie, Sturgis, S.D.

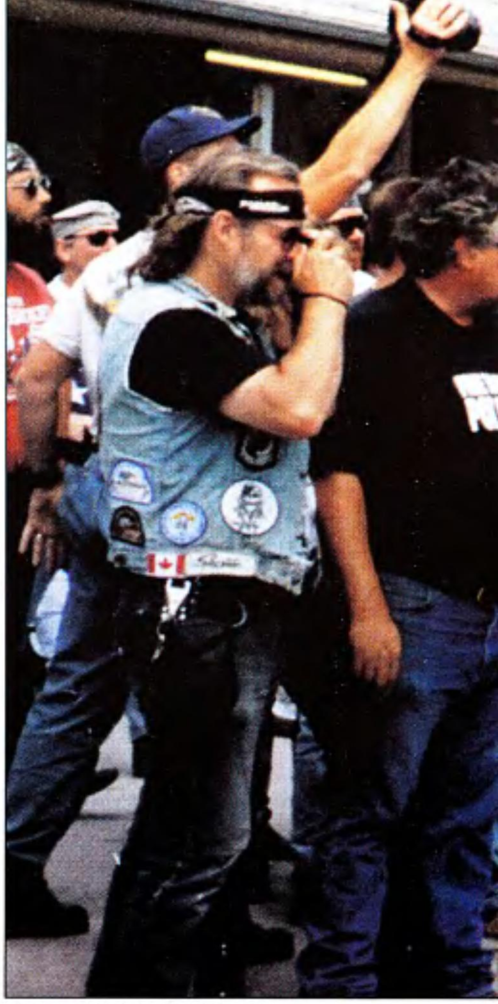
—Photo Joe of Picture Pat "hard at work," Daytona Beach, Fla.

—Anthony Fioranelli, Flushing, N.Y.

—Steve Bopp, Germany

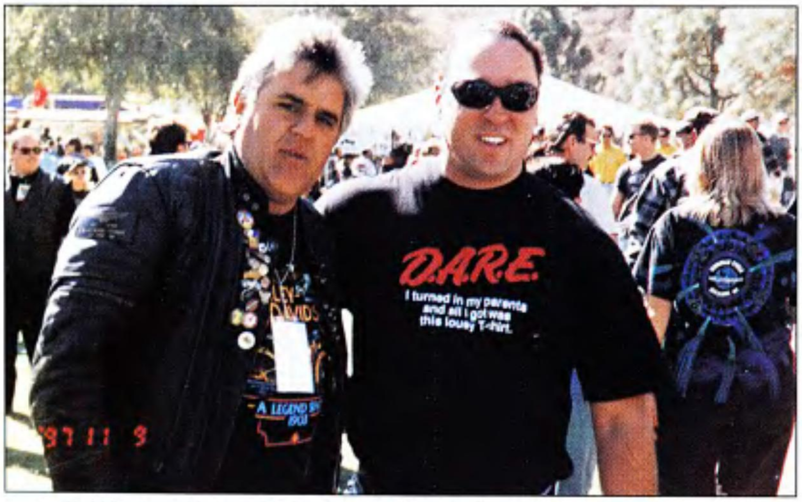
—Gib, by Lana, 1996 District 8 Toy Run, Durango, Colo.

—John Pierson, Casselberry, Fla.



—Harvey Danielson, Gem Lake, Minn.

—Mike Lichter, 1997 Iowa Freedom Rally




– Todd Dearinger with Jay Leno, Love Ride 14, Castaic Lake, Calif.

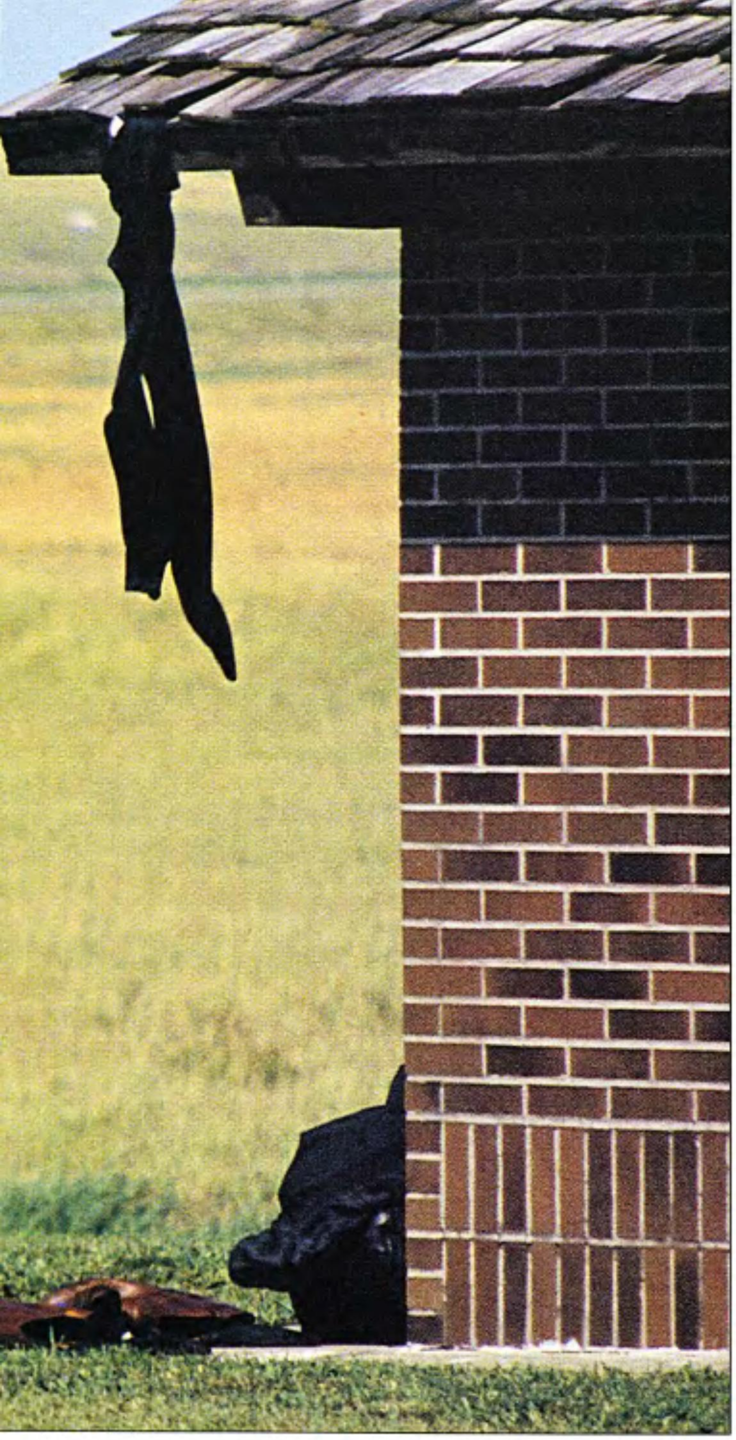
– Shawn Knight, Biketoberfest '97

– Tony Scalera, Hoboken MC Beach Party '95, N.J.

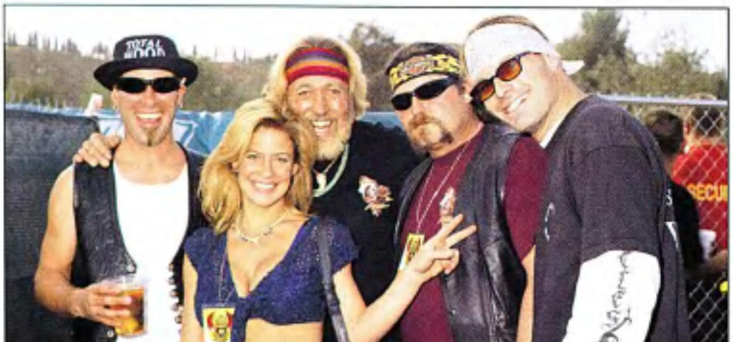
—Dirty Ernie, Neb.

—Scott Woodland, Orient, Ohio

—Mike Lichter, 1997 Iowa Freedom Rally



—Nancy Jermyn, Biketoberfest '97, Daytona Beach, Fla.

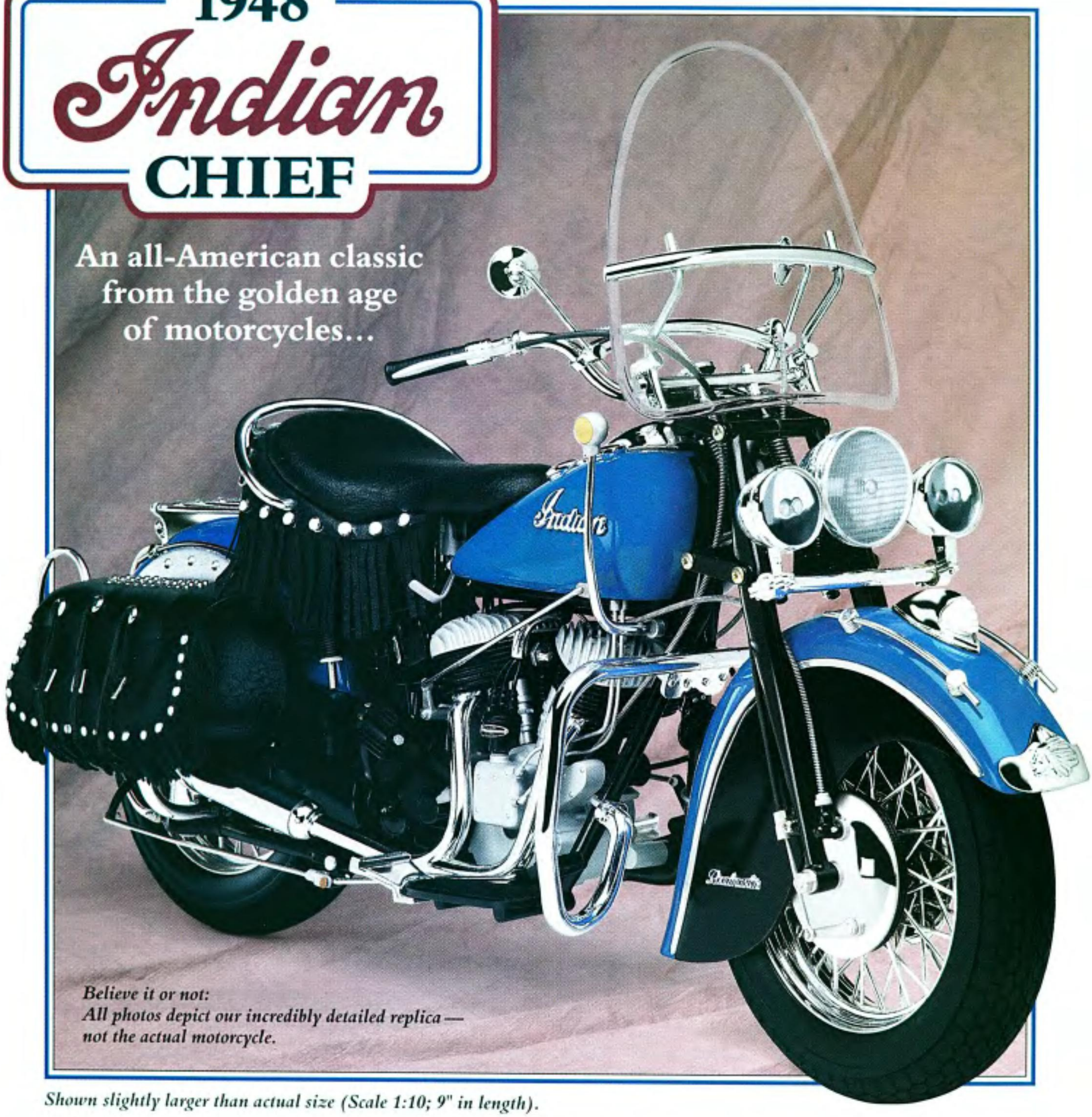


—Pete Alva, Love Ride 14, Castaic Lake, Calif.

—Joan Causey, Riders Roost Run, Granite Quarry, N.C.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

# 1948 Indian CHIEF




*Shown slightly larger than actual size (Scale 1:10; 9" in length).*

## One of the most legendary motorcycles of all time — handcrafted of die-cast metal from over 150 precision parts!

*Indian*! Throw your full weight into the kickstarter. Hear the rolling thunder of the massive V-Twin coming to life...74 cubic inches of motorcycle muscle, now yours to command. Feel the gut-tightening torque as you open up the Indian Chief...a feast of sight and sound to stir the soul of every motorcycle enthusiast, young and old!

To motorcycle fans, the Indian name is synonymous with the best in American motorcycle design and engineering...and nothing measures up to the massive feel, power and sheer charisma of the 1948 Indian Chief. Now, you can acquire a collector-quality, die-cast metal replica of this classic from the days when American motorcycles ruled the road.

### More working features than other replicas.

The replica is meticulously handcrafted from over 150 precision parts in large 1:10 scale. You'll be amazed at the authentic details: moving brake,

*Shown smaller than actual size (Scale 1:10; 9" in length).*

*The authentic details include the famed Indian head insignia on the front fender.*

*The detailed V-twin engine is a masterpiece of miniaturization with working clutch and shift linkages.*

*The exhaust system is chrome plated, the rear suspension is fully functional, and the chain turns with the rear wheel!*

clutch and shift linkages, a real chain and sprockets that turn with the rear wheel, a removable windscreen, even a genuine leather-fringed seat that floats on springs!

The front and rear suspensions are fully functional, the kickstarter depresses and the steering is operable. The wheels spin, the center stand deploys and the kickstand swings down. The replica is painted in authentic Indian Sea Foam blue and black and features chrome headlights and logos.

## Satisfaction guaranteed!

The *1948 Indian Chief* can be yours for just $119, payable in four convenient monthly installments of $29.75.* Your satisfaction is guaranteed. Return the Reservation Application today!

*Plus any applicable sales tax and $1.25 shipping and handling per installment.

The Danbury Mint • 47 Richards Avenue • Norwalk, CT 06857

© MBI

RESERVATION APPLICATION

The Danbury Mint
47 Richards Avenue
Norwalk, CT 06857

## 1948 *Indian* CHIEF

Send no money now.

Yes! Reserve my *1948 Indian Chief* as described in this announcement. If I am not delighted, I may return my replica within 30 days for replacement or refund.

Name ______________________
(Please Print Clearly.)

Address ______________________

City ______________________

State ______________ Zip ______________

Signature ______________________
(Orders subject to acceptance.)

Allow 4 to 8 weeks after initial payment for shipment.

5001E033

## "...the Titan Gecko... it's the best of the American Twins."

– Cycle World, March '98

MEET THE PLAYBOY PLAYMATES WHEN YOU VISIT THE TITAN DISPLAY AT THE FOLLOWING EVENTS:

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April 23-26

**MYRTLE BEACH RALLY**
Myrtle Beach, SC
May 14-17

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June 14-21

**STURGIS RALLY**
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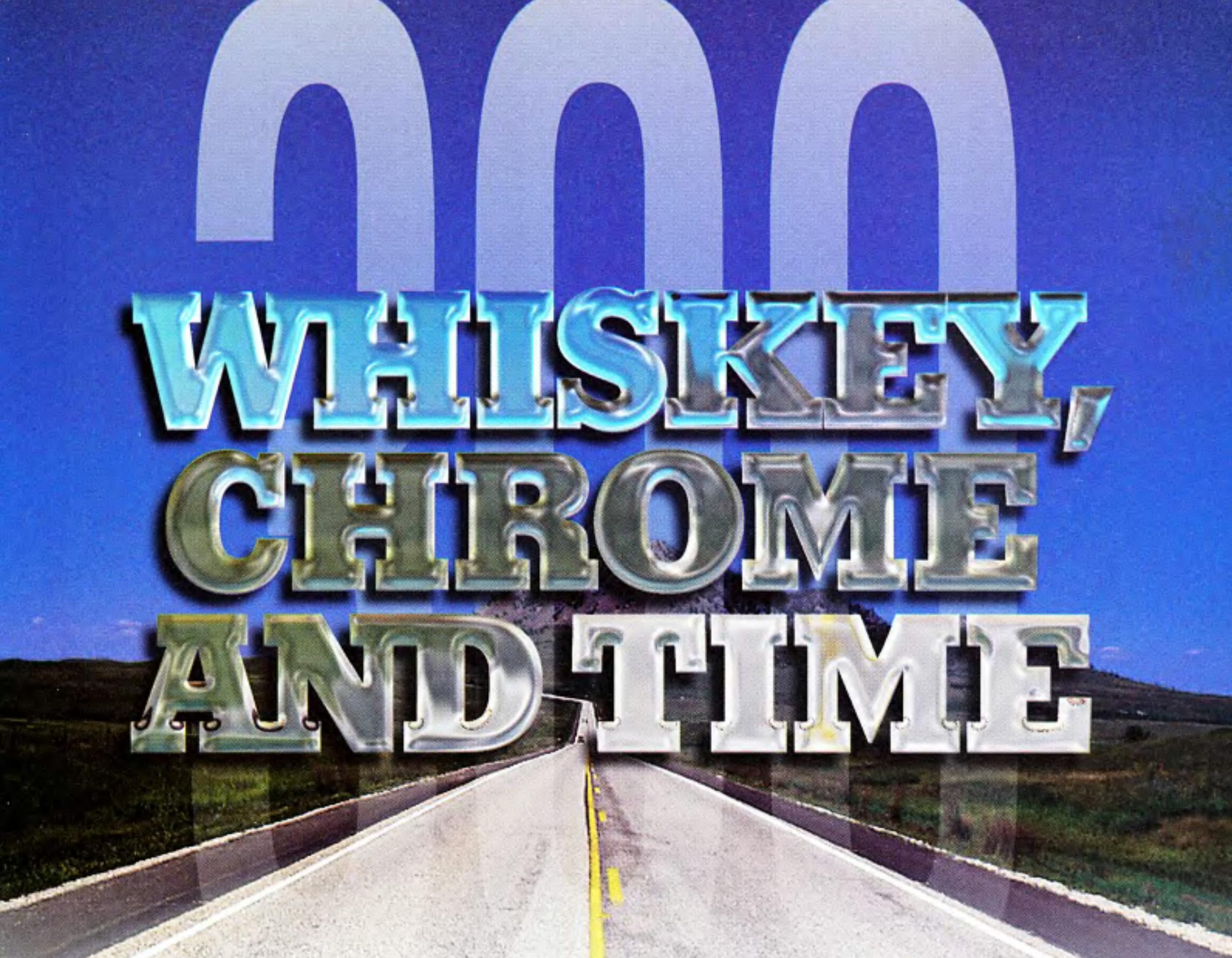
# WHISKEY, CHROME AND TIME



As we rapidly approach the millennium, the clock seems to spin faster. While the second hand turns, a basic human lust intensifies, a wild desire that never dies in men who are truly free. It's a lust to create, to test, to challenge and to know accomplishment. It ranks up there with sex, piles of money, gambling, and breaking away.

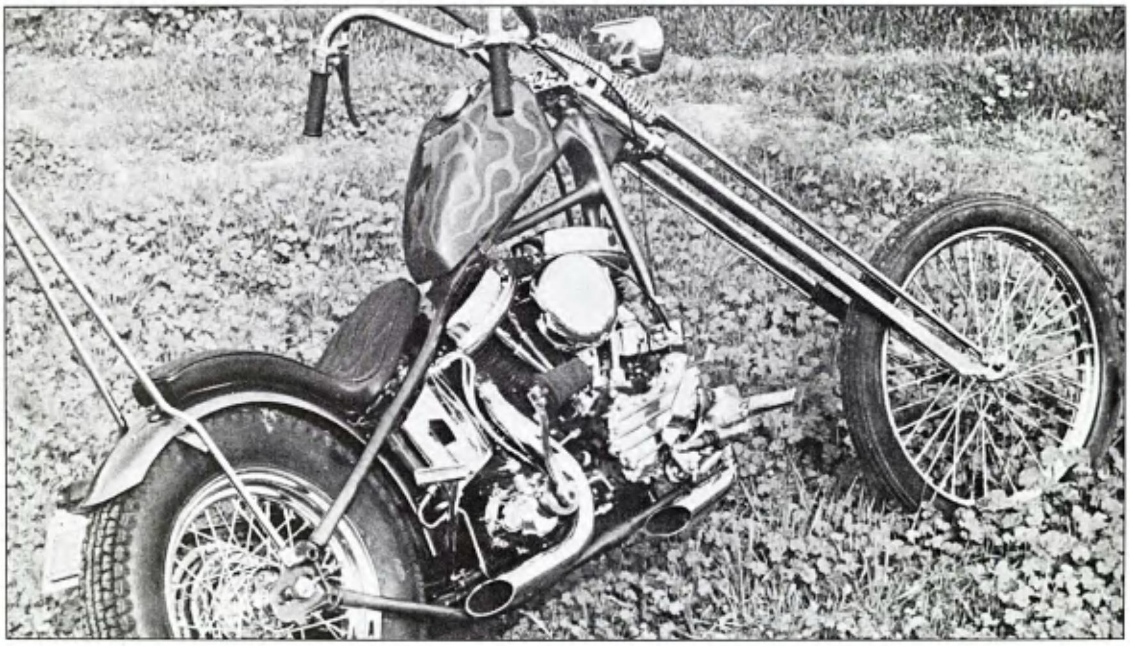
For 300 issues we have highlighted, featured, and glorified the custom motorcycle. You'll discover that over the years the only major changes we've undergone have been related to technology. We picked newer models to modify, new parts became available, more performance choices were launched on the market, and with the downturn of the aerospace industry, new technology for building parts became available to us scooter tramps. For many out-of-work engineers, the use of billet on Harleys saved their asses.

I'd like to thank voluptuous Sandra, one of my assistants, for her tireless efforts to help me find the best bike from every issue. That wasn't always possible, but we came damn close. As you look at each bike featured, remember that even if you don't like the style or flashy paint, that bike was one man's dream, a dream he made come true with hard work, vision, and a never-say-die attitude—the biker's creed.

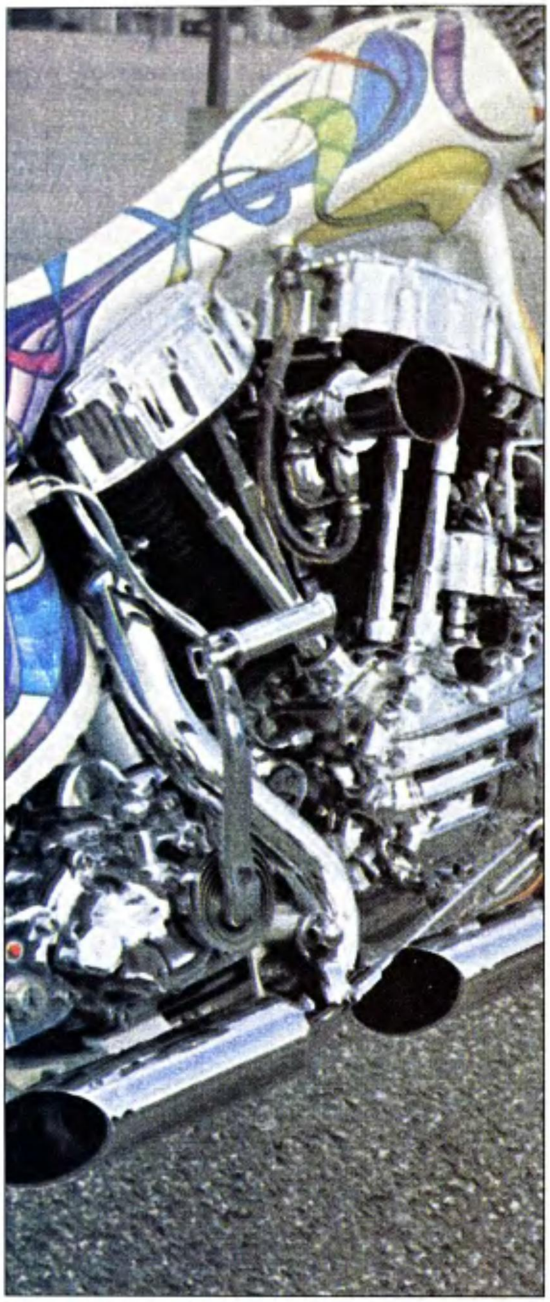
*—Bandit*

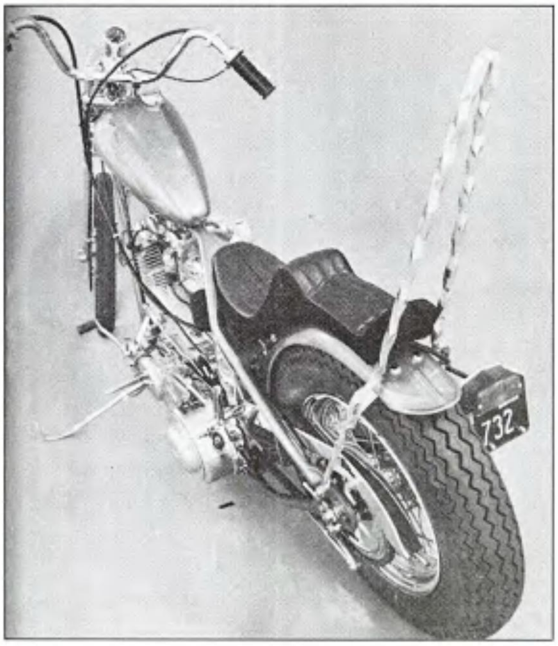
**Featured:** *Easyriders* June 1971
**Owner:** Ishmael Fernandez
**City:** L.A.
**Model:** 1947 Knucklehead
**Builder:** D&D
**Photo:** Pete Chiodo

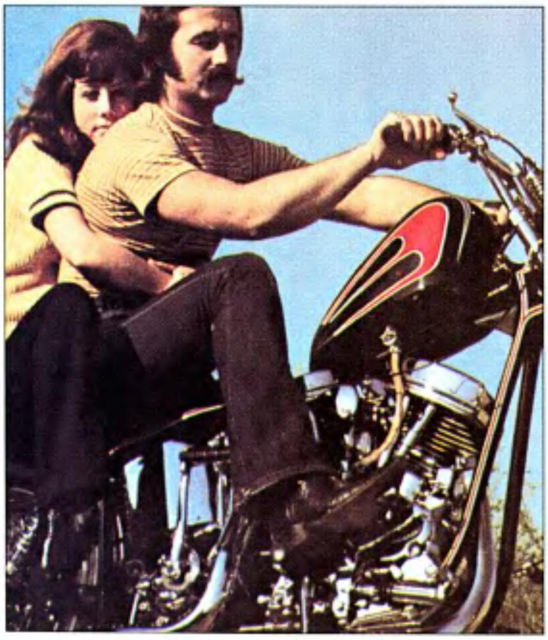
**Featured:** *Easyriders* August 1971
**Owner:** Cody
**City:** Las Vegas, Nev.
**Model:** 1970 Panhead
**Builder:** Owner
**Photo:** Pete Chiodo

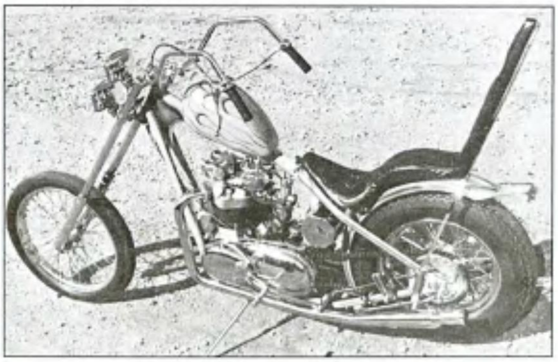


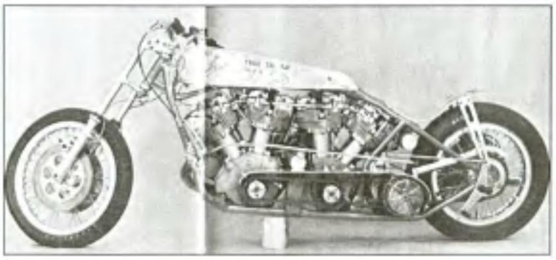
**Featured:** *Easyriders* October 1971
**Owner:** Paul Wheeler
**City:** California
**Model:** 1958 Panhead
**Builder:** Owner
**Photo:** Pete Chiodo









***Far Left*– Featured in:**
*Easyriders*
December 1971
**Owner:** Burt Greenwalt
**City:** New Orleans, La.
**Model:** 1960 FL
**Builder:** Owner
**Photo:** Lanny Russell

***Right*– Featured in:**
*Easyriders* April 1971
**Owner:** D&D Distributors
**City:** USA
**Model:** 1971 Shovelhead
**Builder:** Owner
**Photo:** Pete Chiodo

**Featured in:** *Easyriders*
February 1972
**Owner:** Ron Deron
**City:** California
**Model:** 1950 Panhead
**Builder:** Owner
**Photo:** Mighty Mil

***Bottom Far left* –**
**Featured:** *Easyriders*
June 1972
**Owner:** Mauro Simone
**City:** SoCal
**Model:** 1953 Panhead
**Builder:** Owner
**Photo:** Pete Chiodo

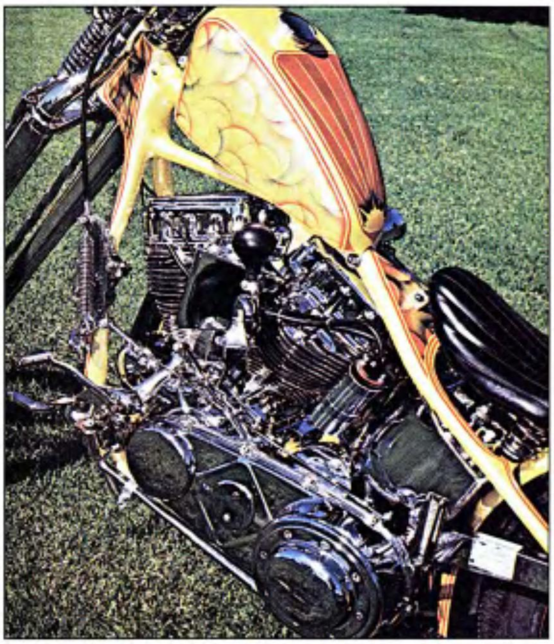
***Right, top* – Featured:**
*Easyriders* August 1972
**Owner:** Danny McConnell
**City:** Southern Califonia
**Model:** 1962 Triumph
**Builder:** B&J Cycles
**Photo:** Mighty Mil

***Right, bottom* –**
**Featured:** *Easyriders*
October 1972
**Owner:** Bob George
**City:** USA
**Model:** 1968 FL
**Builder:** Owner
**Photo:** Pete Chiodo

**Featured:** *Easyriders* December 1972
**Owner:** Tony Franco
**City:** Connecticut
**Model:** 1958 FLH Panhead
**Builder:** Owner
**Photo:** Jake

***Left* – Featured:** *Easyriders* February 1973
**Owner:** Lou Kimzey
**City:** Malibu, California
**Model:** 1947 Knucklehead
**Builder:** D&D
**Photo:** Pete Chiodo

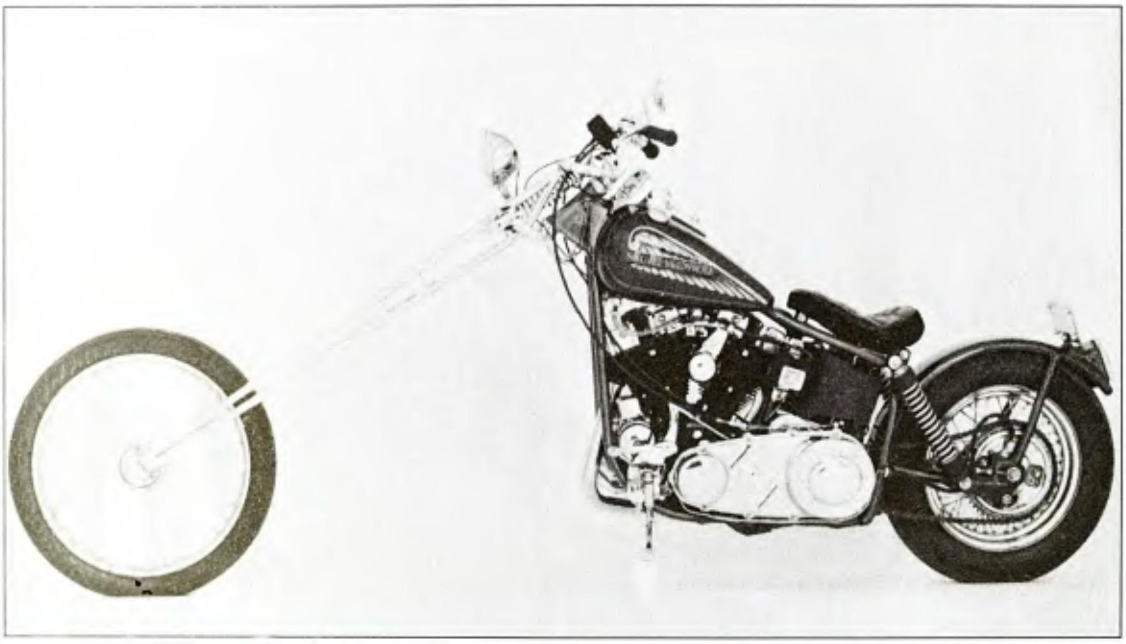
***Right* – Featured:** *Easyriders* March 1973
**Owner:** Erick Wohlgemuth
**City:** Lynbrook, N.Y.
**Model:** 1957 FLH Panhead
**Builder:** Owner
**Photo:** Jake



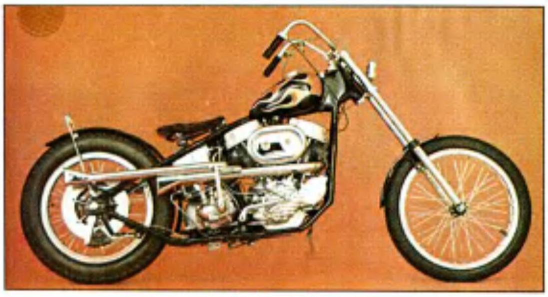
**Featured in:** *Easyriders* May 1973
**Owner:** Calvin Jung
**City:** On the road
**Model:** 1967 FLH
**Builder:** Dick's Customs
**Photo:** Mighty Mil

***Left* – Featured:**
*Easyriders* June 1973
**Owner:** Terry Iwanski
**City:** Grand Rapids, Neb.
**Model:** 1957
FLH Panhead
**Builder:** Owner
**Photo:** Joe Niemann

***Right* – Featured:**
*Easyriders* August 1973
**Owner:** Tony Herrera
**City:** Fresno, Calif.
**Model:** 1957 Panhead
**Builder:** Owner
**Photo:** Pete Chiodo

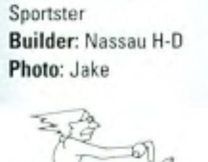


**Featured:** *Easyriders*
October 1973
**Owner:** Jake Lowry
**City:** Fresno, Calif.
**Model:** 1963 FL
**Builder:** John's
Custom Bikes
**Photo:** Pete Chiodo

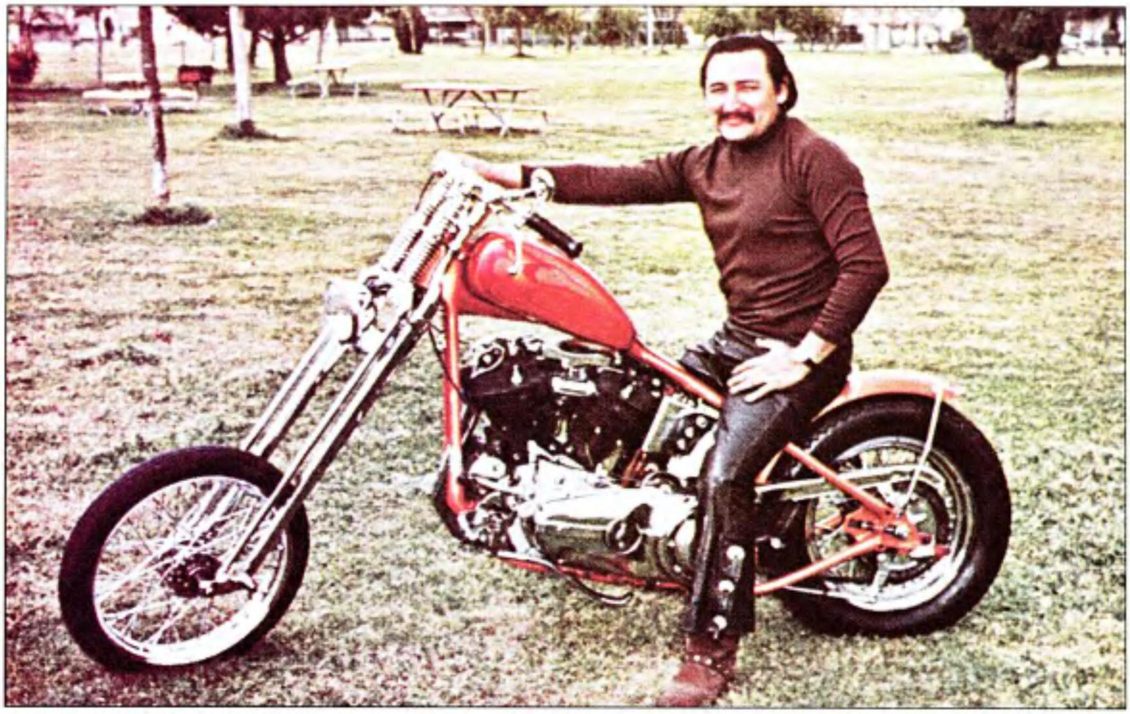


***Left* – Featured:**
*Easyriders*
December 1973
**Owner:** Pat Bichel
**City:** St. Paul, Minn.
**Model:** 1949 Panhead
**Builder:** Owner
**Photo:** Pete Chiodo

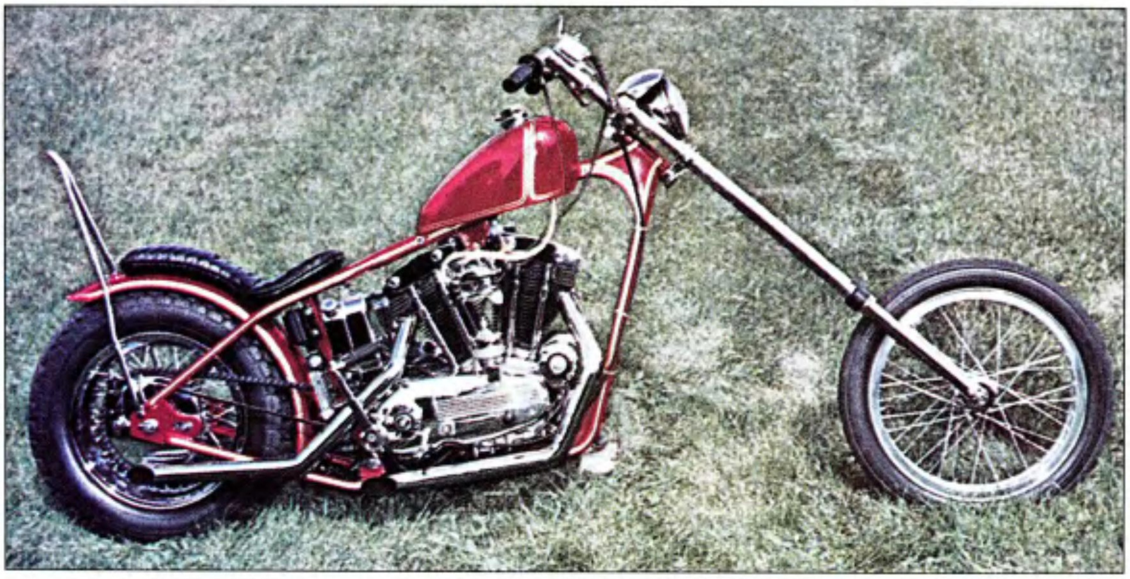
***Right*– Featured:**
*Easyriders* January 1974
**Owner:** Ben Mattana
**City:** Lynbrook, N.Y.
**Model:** 1972 XLH
Sportster
**Builder:** Nassau H-D
**Photo:** Jake



**Featured:** *Easyriders* February 1974
**Owner:** Joseph Vargas
**City:** Tulare, Calif.
**Model:** 1947 Knucklehead
**Builder:** Owner
**Photo:** Pete Chiodo

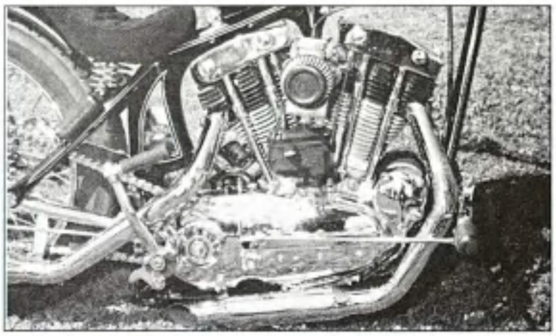


***Left*** **– Featured:** *Easyriders* April 1974
**Owner:** Ron Yehle
**City:** Syracuse, N.Y.
**Model:** 1970 XLCH Sportster
**Builder:** Jim DeLucia
**Photo:** Jake



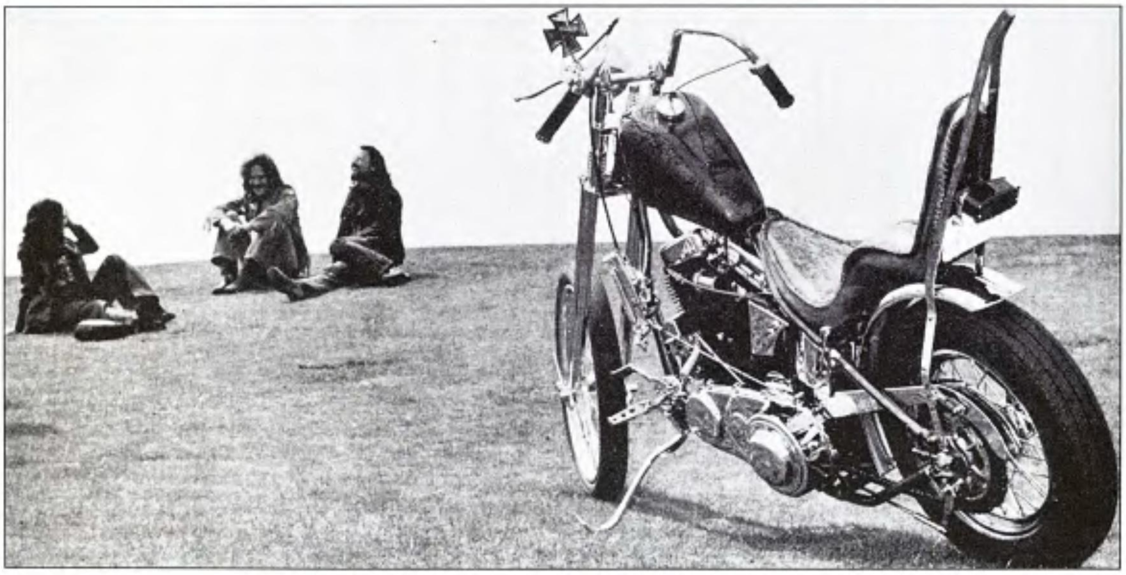
***Right*** **– Featured:** *Easyriders* June 1974
**Owner:** Steve Johnson
**City:** Wichita, Kan.
**Model:** 1968 FL
**Builder:** Owner
**Photo:** Pete Chiodo

**Featured:** *Easyriders* July 1974
**Owner:** Pat Ditson
**City:** Burbank, Calif.
**Model:** 1953 FL Panhead
**Builder:** Owner
**Photo:** Pete Chiodo

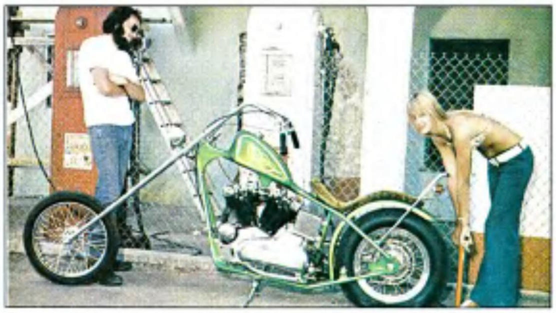


***Left*** **– Featured:**
*Easyriders*
September 1974
**Owner:** Russ Murrell
**City:** Visalia, Calif.
**Model:** 1966 XLCH
**Builder:** Tom McKibben
**Photo:** Pete Chiodo

***Right*** **– Featured:**
*Easyriders* November 1974
**Owner:** Tom Brewer
**City:** Malden, Mass.
**Model:** 1969 XLCH
**Builder:** Owner
**Photo:** Jake



**Featured:** *Easyriders*
December 1974
**Owner:** Ron Tate
**City:** San Diego, Calif.
**Model:** 1974 Panhead FL
**Builder:** Owner
**Photo:** Jake

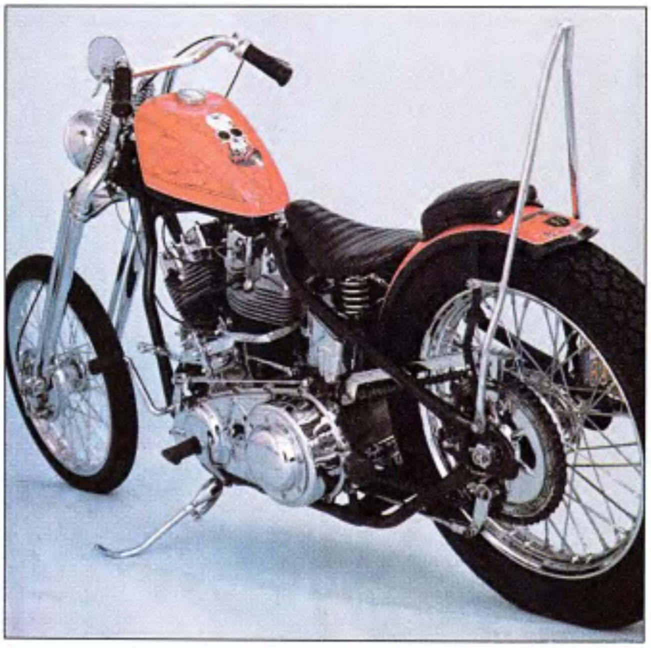


***Left*** **– Featured:**
*Easyriders* January 1975
**Owner:** Dan Trenholm
**City:** Greenfield, Mass.
**Model:** 1957 Sportster XL
**Builder:** D.C. Ent.
**Photo:** Jake

***Right*** **– Featured:**
*Easyriders* February 1975
**Owner:** Tom Turner
**City:** Victorville, Calif.
**Model:** 1970
Sportster XLH
**Builder:** Denver's
**Photo:** Pete Chiodo

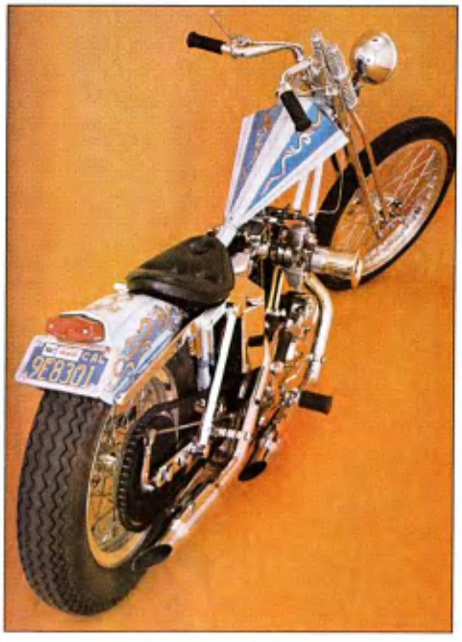
**Featured:** *Easyriders*
April 1975
**Owner:** Howard Slayton
**City:** East L.A., Calif.
**Model:** 1958 FL
**Builder:** Ross
**Photo:** Pete Chiodo

***Left*** **– Featured:**
*Easyriders* May 1975
**Owner:** Armond Bletcher
**City:** Oakland, Calif.
**Model:** 1939 Shovel
**Builder:** Owner
**Photo:** Pete Chiodo



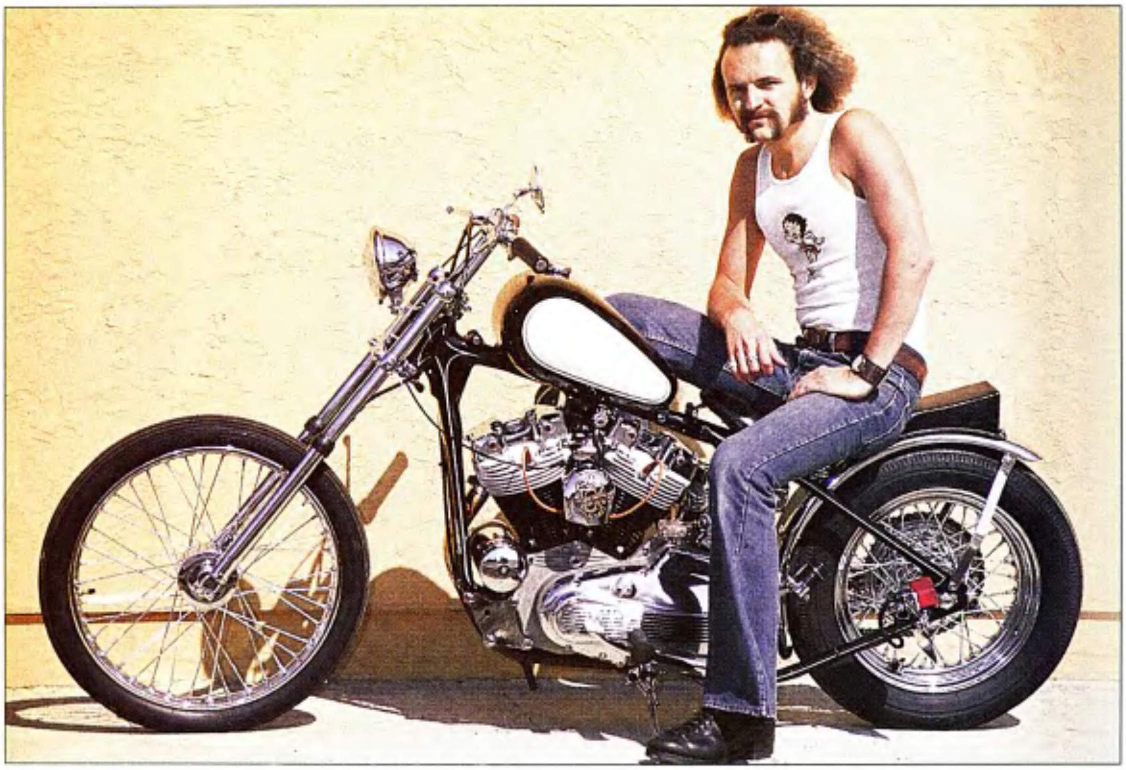
***Right*** **– Featured:**
*Easyriders* July 1975
**Owner:** John Glasow
**City:** Fresno, Calif.
**Model:** 1948 FL
**Builder:** John's Custom
**Photo:** Pete Chiodo

**Featured:** *Easyriders*
September 1975
**Owner:** George Chicarilli
**City:** Fresno, Calif.
**Model:** 1973 Sportster
**Builder:** Owner
**Photo:** Pete Chiodo

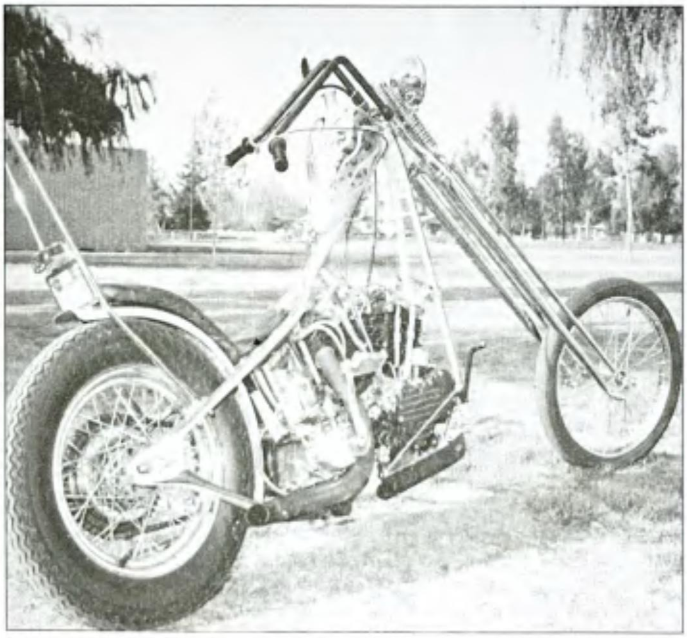


***Left* – Featured:**
*Easyriders* November 1975
**Owner:** Terry Iwanski
**City:** Grand Island, Neb.
**Model:** 1974 FLH
**Builder:** Owner
**Photo:** Pete Chiodo

***Right* – Featured:**
*Easyriders* December 1975
**Owner:** Ken Randazzo
**City:** San Jose, Calif.
**Model:** 1949 WR
**Builder:** Owner
**Photo:** Jake



**Featured:** *Easyriders* February 1976
**Owner:** Dave Breyer
**City:** Northern Calif.
**Model:** 1970 Sportster XLCH
**Builder:** Owner
**Photo:** Jake



***Left* – Featured:**
*Easyriders* March 1976
**Owner:** Rich Drollinger
**City:** San Diego, Calif.
**Model:** 1946 EL
**Builder:** Owner
**Photo:** James Tinney

***Right* – Featured:**
*Easyriders* May 1976
**Owner:** Dick and Vicki Francis
**City:** Gardena, Calif.
**Model:** 1949 EL Shovel-Pan
**Builder:** Owner
**Photo:** Pete Chiodo

**Featured:** *Easyriders* June 1976
**Owner:** Greg Romano
**City:** Medford, Mass.
**Model:** 1955/1973 Shovelhead FL
**Builder:** Owner
**Photo:** Jake

***Left* – Featured:** *Easyriders* August 1976
**Owner:** Bob Tone
**City:** Orange, N.J.
**Model:** 1948 Panhead
**Builder:** Owner, Joe Fuller
**Photo:** Pete Chiodo

***Right* – Featured:** *Easyriders* September 1976
**Owner:** Luther Slobbs
**City:** Miami, Fla.
**Model:** 1941 Three-Wheeler
**Builder:** Owner
**Photo:** Pete Chiodo

**Featured:** *Easyriders* October 1976
**Owner:** Alan Atkinson
**City:** Redondo Beach, Calif.
**Model:** 1974 FLH
**Builder:** Owner
**Photo:** Pete Chiodo

***Left*** **– Featured:**
*Easyriders* November 1976
**Owner:** Woody Woodard
**City:** Temple Hills, Md.
**Model:** 1974
Sportster XLCH
**Builder:** R&R
Speed & Cycle
**Photo:** Pete Chiodo

***Right*** **– Featured:**
*Easyriders* December 1976
**Owner:** David Hover
**City:** Venice, Calif.
**Model:** 1955 Shovelhead
**Builder:** Owner
**Photo:** Pete Chiodo

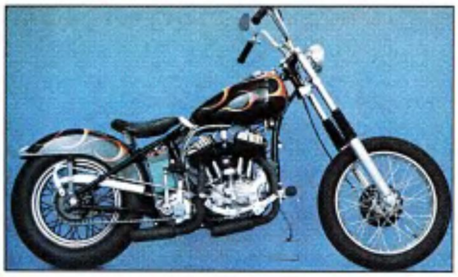
**Featured:** *Easyriders*
January 1977
**Owner:** Dick Fletcher
**City:** Bellflower, Calif.
**Model:** 1973 XLH
**Builder:** Owner
**Photo:** Pete Chiodo

***Left*** **– Featured:**
*Easyriders* February 1977
**Owner:** Ike Norris
**City:** Muscatine, Iowa
**Model:** 1971
Sportster XLCH
**Builder:** Owner
**Photo:** Jake

***Right*** **– Featured:**
*Easyriders* March 1977
**Owner:** Carlos Navarro
**City:** Maywood, Calif.
**Model:** 1950 FLH
**Builder:** Owner
**Photo:** Pete Chiodo

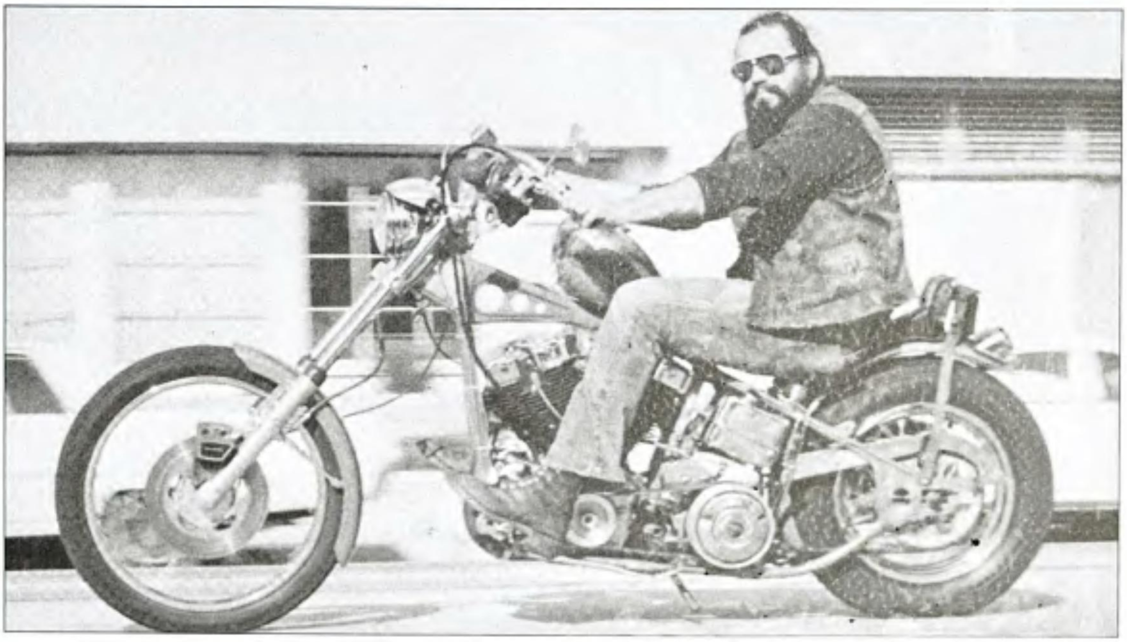
**Featured:** *Easyriders* April 1977
**Owner:** Dave James
**City:** Lebanon, Pa.
**Model:** 1951 Panhead FL
**Builder:** Owner
**Photo:** Jake

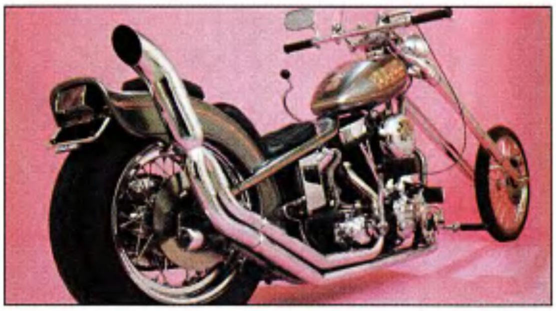
*Left* – **Featured:** *Easyriders* May 1977
**Owner:** 45 Jerry, Cudahy John
**City:** Fresno, Calif.
**Model:** 1954 45
**Builder:** 45 Jerry
**Photo:** Pete Chiodo



*Right* – **Featured:** *Easyriders* June 1977
**Owner:** Jap Serrano
**City:** Fresno, Calif.
**Model:** 1974 FLH
**Builder:** Owner
**Photo:** Pete Chiodo

**Featured:** *Easyriders* July 1977
**Owner:** Rip-A-Roo
**City:** Berdoo, Calif.
**Model:** 1957 FLH
**Builder:** Owner
**Photo:** Pete Chiodo

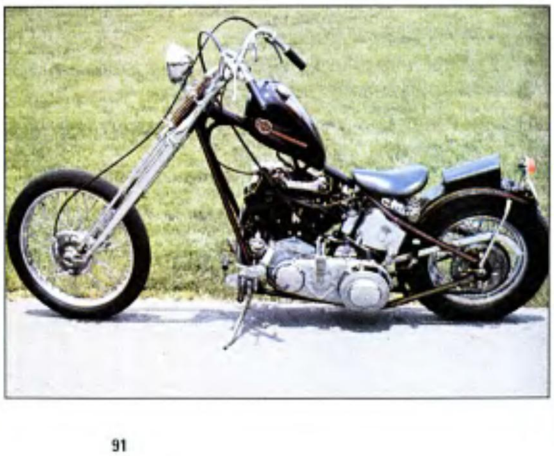




***Left*** **– Featured:**
*Easyriders* August 1977
**Owner:** Cisco
**City:** Oakland, Calif.
**Model:** 1960 FLH
**Builder:** Owner
**Photo:** Pete Chiodo

***Right*** **– Featured:**
*Easyriders*
September 1977
**Owner:** Howard Slayton
**City:** East L.A., Calif.
**Model:** 1958 Panhead
**Builder:** RJS Welding
**Photo:** Pete Chiodo

**Featured:** *Easyriders*
October 1977
**Owner:** Gordon Chappel
**City:** Ventura, Calif.
**Model:** 1970 Sportster
**Builder:** Owner
**Photo:** Pete Chiodo

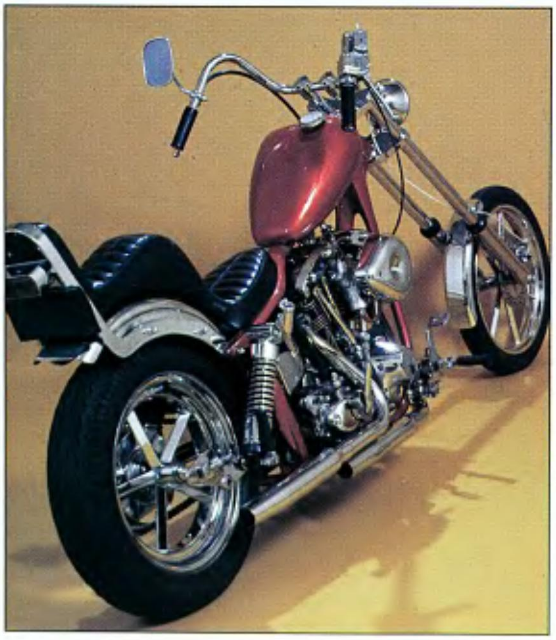


***Below Left*** **–**
**Featured:** *Easyriders*
November 1977
**Owner:** Jerri Messer
**City:** Bell Gardens, Calif.
**Model:** 1976 FX trike
**Builder:** Owner, J. Long
**Photo:** Pete Chiodo

***Right*** **– Featured:**
*Easyriders*
December 1977
**Owner:** Paul Bruno
**City:** Greenfield, Mass.
**Model:** 1937 EL
**Builder:** Owner
**Photo:** Jake

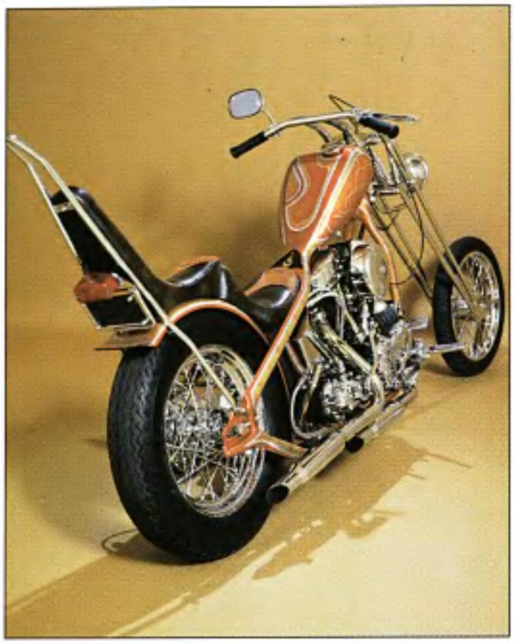
**Featured:** *Easyriders* January 1978
**Owner:** Mustang Jack
**City:** Chatsworth, Calif.
**Model:** Mustang Three Wheeler
**Builder:** Mustang Motorcycle Products Corp.
**Photo:** Pete Chiodo

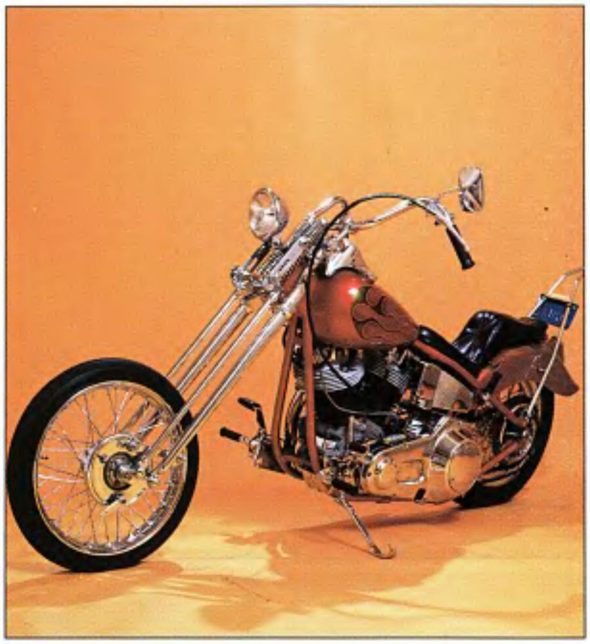
**Featured:** *Easyriders* February 1978
**Owner:** Ralph Zepeda
**City:** El Paso, Texas
**Model:** 1945 FL
**Builder:** Biker's Custom
**Photo:** Pete Chiodo



***Left* – Featured:** *Easyriders* March 1978
**Owner:** John Peltz
**City:** Denver, Colo.
**Model:** 1972 FLH
**Builder:** Owner
**Photo:** Pete Chiodo

***Right* – Featured:** *Easyriders* April 1978
**Owner:** Joe Scarber
**City:** Canoga Park, Calif.
**Model:** 1976 1200 Sportster
**Builder:** Joe Scarber's Custom Cycle
**Photo:** Pete Chiodo

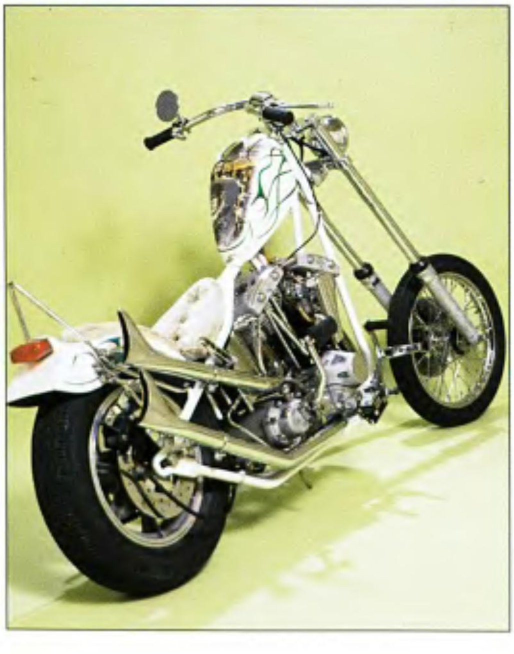




***Left* – Featured:**
*Easyriders* May 1978
**Owner:** Bob Gallarza
**City:** Pacoima, Calif.
**Model:** 1956 Panhead FL
**Builder:** Owner
**Photo:** Pete Chiodo

***Right* – Featured:**
*Easyriders* June 1978
**Owner:** Rick Valdez
**City:** Downey, Calif.
**Model:** 1971 FX
**Builder:** Owner
**Photo:** Pete Chiodo

**Featured:** *Easyriders* July 1978
**Owner:** Joe Troy
**City:** The Valley, Calif.
**Model:** 1977 Special Construction FL
**Builder:** Bill Joseph
**Photo:** Pete Chiodo



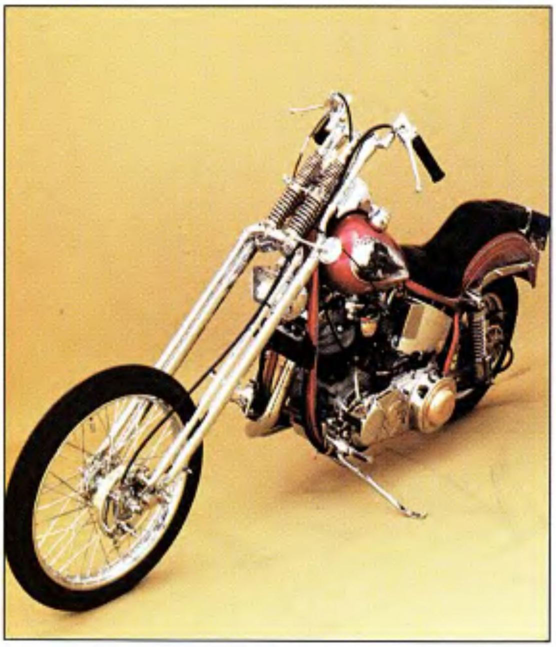
***Left* – Featured:**
*Easyriders* August 1978
**Owner:** Stanley Speck
**City:** Atwater, Calif.
**Model:** 1978 FX
**Builder:** Owner & Zonk
**Photo:** Pete Chiodo

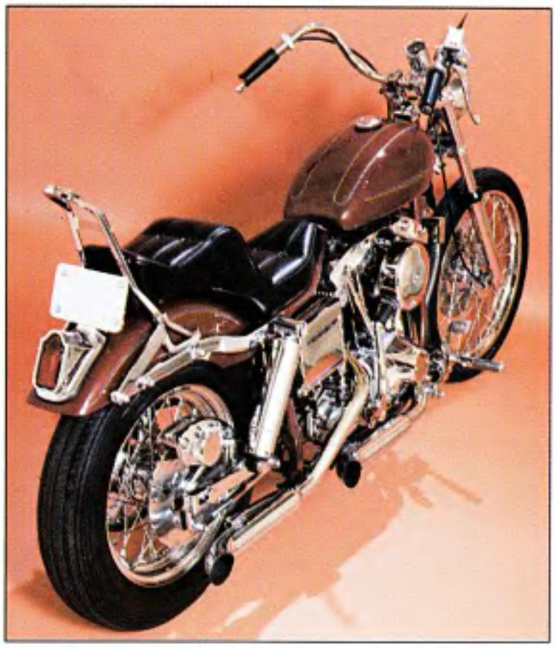
***Right* – Featured:**
*Easyriders* September 1978
**Owner:** Leonard Albright
**City:** Visalia, Calif.
**Model:** 1947 WL
**Builder:** Owner
**Photo:** Pete Chiodo

**Featured:** *Easyriders*
October 1978
**Owner:** Porky
**City:** Oceanside, Calif.
**Model:** 1969 Shovelhead
**Builder:** Owner
**Photo:** Pete Chiodo

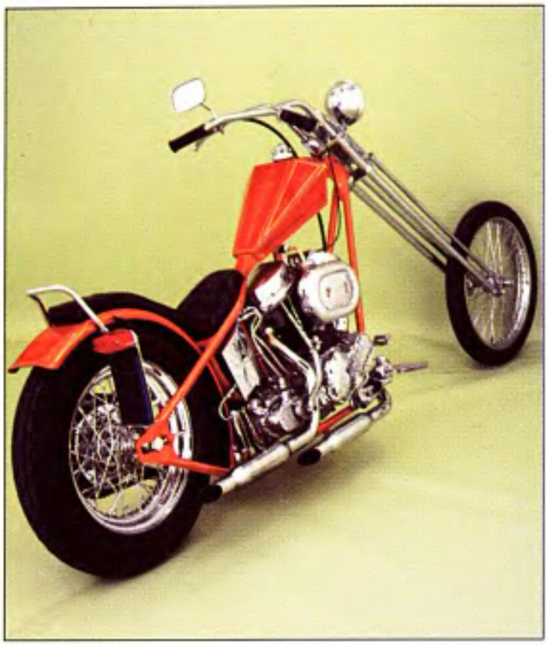
***Left* – Featured:**
*Easyriders*
November 1978
**Owner:** Mike Manis
**City:** Fresno, Calif.
**Model:** 1971
Shovelhead FL
**Builder:** Owner
**Photo:** Pete Chiodo

***Right* – Featured:**
*Easyriders*
December 1978
**Owner:** Steve Sciacca
**City:** Visalia, Calif.
**Model:** 1978 FLH
**Builder:** Owner &
BJ's Shop
**Photo:** Pete Chiodo





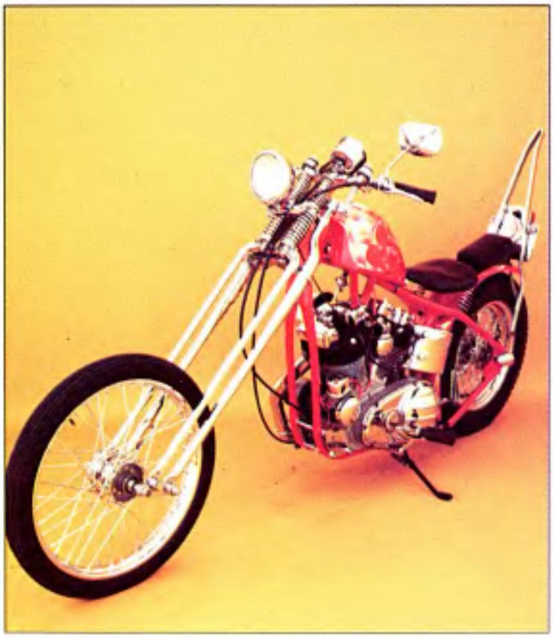
**Featured:** *Easyriders*
January 1979
**Owner:** Barry Kagasoff
**City:** Los Angeles, Calif.
**Model:** 1948-up FL
**Builder:** Billy Westbrook
**Photo:** Pete Chiodo



***Left*** **– Featured:**
*Easyriders* February 1979
**Owner:** Fred Ruiz
**City:** Berdoo, Calif.
**Model:** 1959 FLH
**Builder:** Owner
**Photo:** Pete Chiodo

***Right*** **– Featured:**
*Easyriders* March 1979
**Owner:** Bernie Bausch
**City:** Canoga Park, Calif.
**Model:** 1969 Shovelhead FLH
**Builder:** Owner
**Photo:** Pete Chiodo

**Featured:** *Easyriders* April 1979
**Owner:** Robert & Sue Reed
**City:** Harvey, La.
**Model:** 1962 FLH
**Builder:** Owner
**Photo:** Pete Chiodo



***Left*** **– Featured:**
*Easyriders* May 1979
**Owner:** Porky
**City:** Anywhere, USA
**Model:** 1977 FLH
**Builder:** Owner
**Photo:** Pete Chiodo

***Right*** **– Featured:**
*Easyriders* June 1979
**Owner:** Bob Flores
**City:** Long Beach, Calif.
**Model:** 1965 XLH
**Builder:** Owner, Wayne & Don
**Photo:** Pete Chiodo

**Featured:** *Easyriders* July 1979
**Owner:** Sam Slongulium
**City:** San Fernando, Calif.
**Model:** 1949 EL
**Builder:** Owner, Chicano Roy
**Photo:** Pete Chiodo

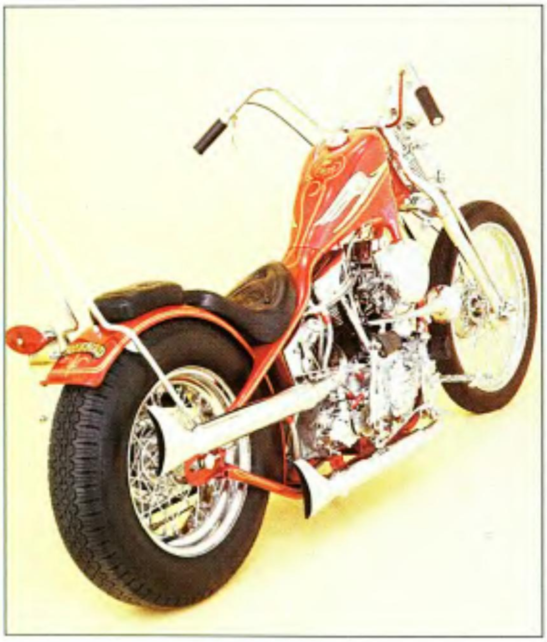
***Left* – Featured:** *Easyriders* August 1979
**Owner:** Jim Fracol
**City:** Carson, Calif.
**Model:** 1947 Knucklehead FL
**Builder:** Owner
**Photo:** Pete Chiodo

***Right* – Featured:** *Easyriders* September 1979
**Owner:** George Arnold
**City:** moving to Weaverville
**Model:** 1974 Shovelhead FX
**Builder:** Owner
**Photo:** Pete Chiodo

**Featured:** *Easyriders* October 1979
**Owner:** Bear
**City:** Salt Lake City, Utah
**Model:** 1978 Panhead XLH
**Builder:** Owner
**Photo:** Barry Gillette

***Left* – Featured:**
*Easyriders* November 1979
**Owner:** Dave Nye
**City:** Brockton, Mass.
**Model:** 1968 Sportster XLCH
**Builder:** Owner/Cycle Fab
**Photo:** Jake

***Right* – Featured:**
*Easyriders* December 1979
**Owner:** Emilio Rico
**City:** El Sereno, Calif.
**Model:** 1948 Panhead FL
**Builder:** Burt McDonald
**Photo:** Pete Chiodo



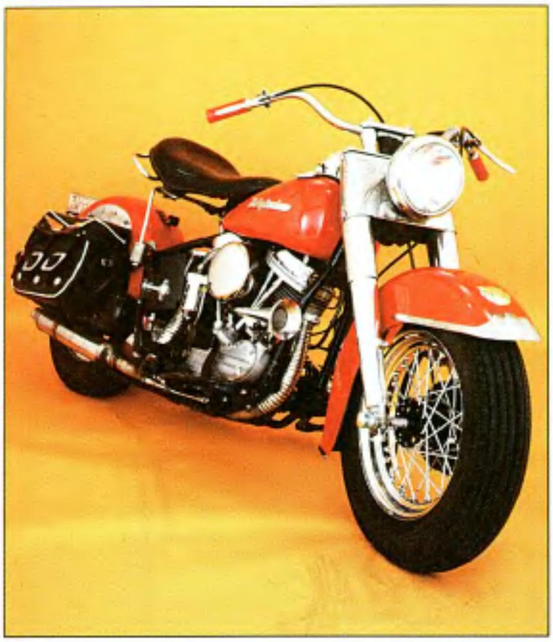
***Left* – Featured:**
*Easyriders* January 1980
**Owner:** Jeff
**City:** SoCal
**Model:** 1954 FL
**Builder:** Owner
**Photo:** Pete Chiodo

***Right* – Featured:**
*Easyriders* February 1980
**Owner:** Bill Hiller
**City:** Dayton, Ohio
**Model:** 1940 ULH
**Builder:** Owner
**Photo:** Les Vlahos

**Featured:** *Easyriders* March 1980
**Owner:** Dave Imbody
**City:** Marion, Ohio
**Model:** 1974 Sportster XLCH
**Builder:** Owner
**Photo:** John Rall

***Left* – Featured:**
*Easyriders* April 1980
**Owner:** Lee Lanka
**City:** Berdoo, Calif.
**Model:** 1954 Panhead FLF
**Builder:** H-D
**Photo:** Pete Chiodo

***Right* – Featured:**
*Easyriders* May 1980
**Owner:** Lonnie & Sue Knigge
**City:** Boise, Idaho
**Model:** 1945 Knucklehead FL
**Builder:** Owner
**Photo:** David Frazier

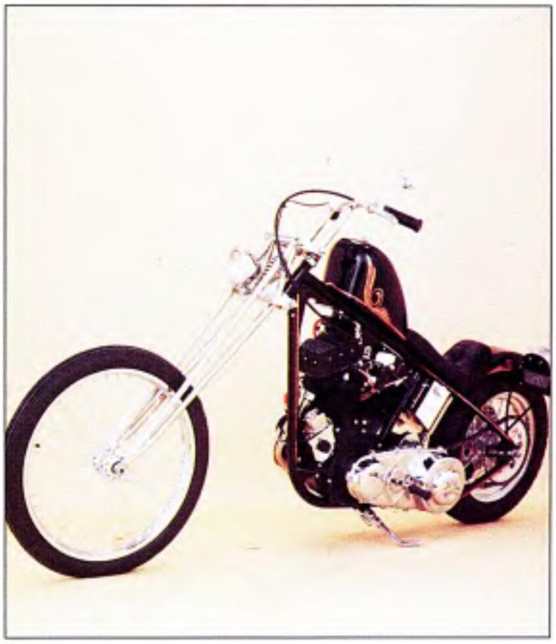


**Featured:** *Easyriders* June 1980
**Owner:** Greg Kolberg
**City:** Baltimore, Md.
**Model:** 1951 Hydra-Glide
**Builder:** Owner
**Photo:** Pete Chiodo

***Left* – Featured:**
*Easyriders* July 1980
**Owner:** Surburban Harley-Davidson
**City:** Palatine, Ill.
**Model:** 1972 FL
**Builder:** Arlen Ness
**Photo:** Pete Chiodo

***Right* – Featured:**
*Easyriders* August 1980
**Owner:** Bruce Puglia
**City:** Stoneham, Mass.
**Model:** 1970 Sportster XLCH
**Builder:** Owner
**Photo:** Jake

**Featured:** *Easyriders*
September 1980
**Owner:** Bill Allman
**City:** South Shore, Mass.
**Model:** 1971 Shovelhead
**Builder:** Owner/
Cycle Tricks
**Photo:** Jake



***Left* – Featured:**
*Easyriders* October 1980
**Owner:** Greg LaRocco
**City:** East Coast
**Model:** you name it
**Builder:** Owner
**Photo:** Jake

***Right* – Featured:**
*Easyriders*
November 1980
**Owner:** "Fat Bob" Mason
**City:** Portland, Ore.
**Model:** 1955 Panhead FL
**Builder:** Dean Bob
**Photo:** Pete Chiodo

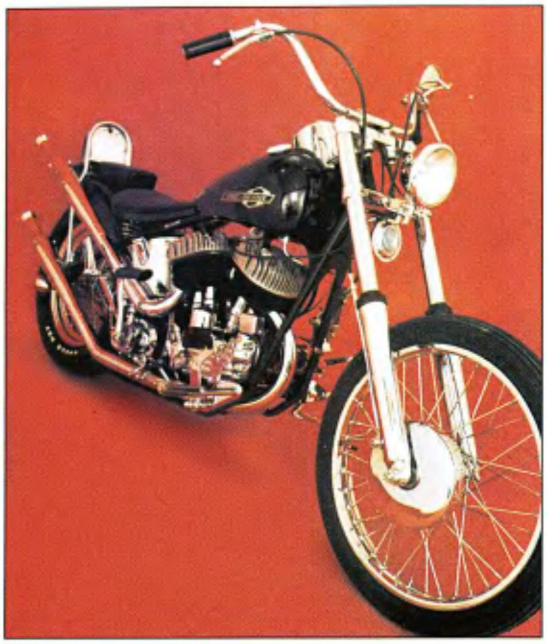
**Featured:** *Easyriders*
December 1980
**Owner:** Phil Caprioglio
**City:** Fresno, Calif.
**Model:** 1969 Shovelhead
**Builder:** Owner
**Photo:** Pete Chiodo

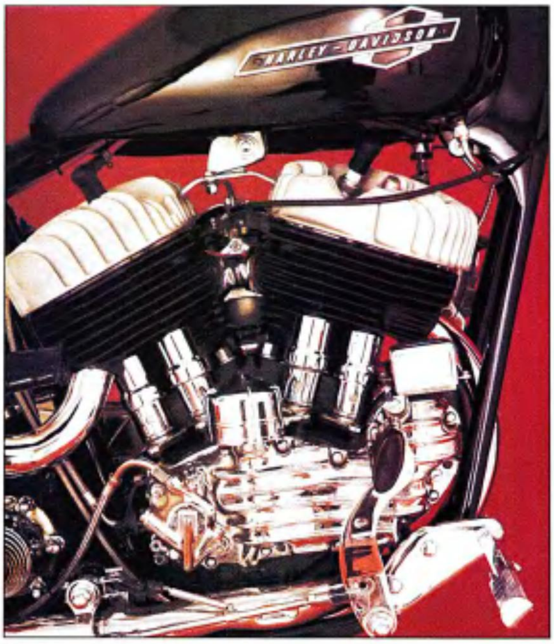
**Featured:** *Easyriders* January 1981
**Owner:** Mike Manis
**City:** Fresno, Calif.
**Model:** 1946 Flathead 45
**Builder:** Owner
**Photo:** Pete Chiodo

**Featured:** *Easyriders* February 1981
**Owner:** John Yeats
**City:** Baldwin Park, Calif.
**Model:** 1968 Shovelhead FL
**Builder:** Owner
**Photo:** Pete Chiodo

***Left*** **– Featured:** *Easyriders* March 1981
**Owner:** Dutch Schultz
**City:** San Diego, Calif.
**Model:** 1978 FLH 3-Wheeler
**Builder:** Owner
**Photo:** Pete Chiodo

***Right*** **– Featured:** *Easyriders* April 1981
**Owner:** Ted Lyons
**City:** Grand Junction, Colo.
**Model:** 1960 Duo-Glide
**Builder:** Owner
**Photo:** Dave Canaday






**Featured:** *Easyriders* May 1981
**Owner:** Steve Pascone
**City:** Canoga Park, Calif.
**Model:** 1947 Flathead 80
**Builder:** Micah McCloskey
**Photo:** Pete Chiodo

***Left* – Featured:** *Easyriders* June 1981
**Owner:** Bob Vidal
**City:** E. Falmouth, Mass.
**Model:** 1972 Shovelhead FX
**Builder:** Owner
**Photo:** Jake

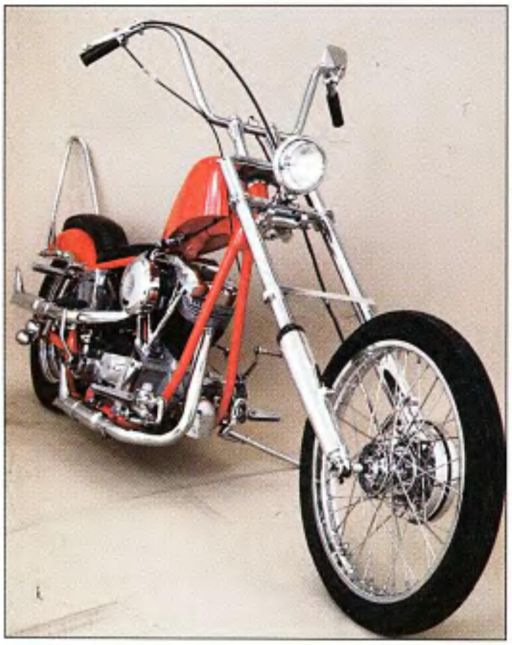
***Right* – Featured:** *Easyriders* July 1981
**Owner:** Pow-Pow
**City:** New England
**Model:** 1948 UL
**Builder:** Owner
**Photo:** Jake

**Featured:** *Easyriders* August 1981
**Owner:** Lance Occhino
**City:** Green Bay, Wis.
**Model:** 1976 Shovelhead
**Builder:** Owner
**Photo:** Pete Chiodo

**Featured:** *Easyriders* September 1981
**Owner:** Mike Keeran
**City:** Descanso, Calif.
**Model:** 1964-'72 XLCH
**Builder:** Billy Westbrook
**Photo:** Pete Chiodo

***Left* – Featured:** *Easyriders* October 1981
**Owner:** Jim Wymore
**City:** San Pedro, Calif.
**Model:** 1972 FX
**Builder:** Owner
**Photo:** Pete Chiodo

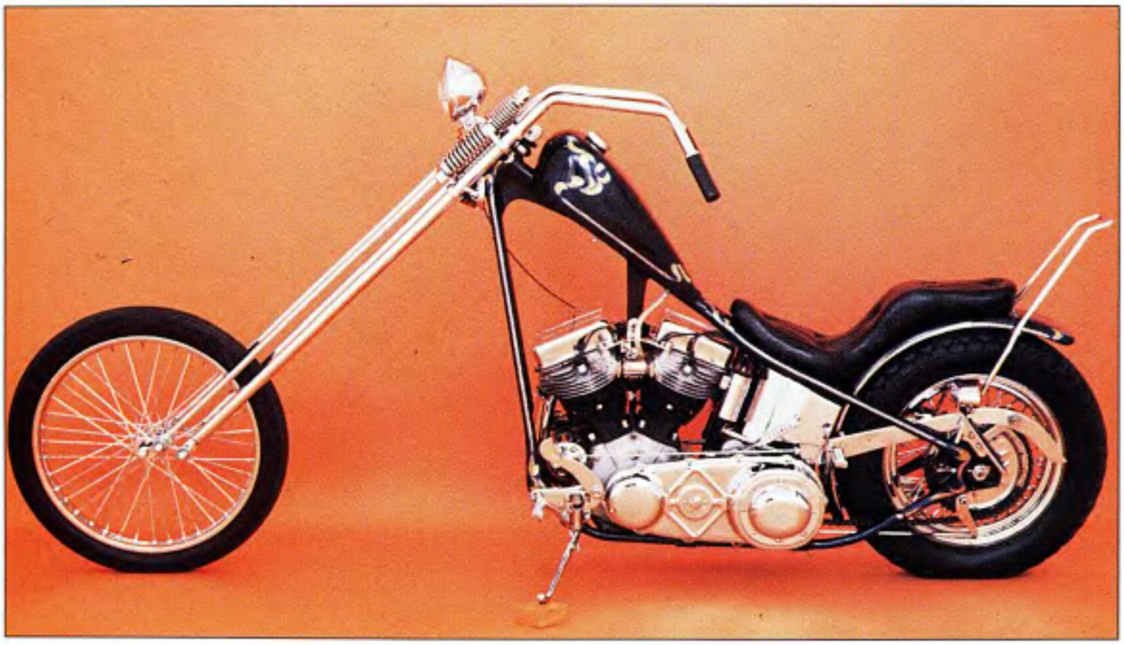
***Right* – Featured:** *Easyriders* November 1981
**Owner:** Don Coffey
**City:** Rochester, N.Y.
**Model:** 1958 Panhead FL
**Builder:** Owner
**Photo:** Jake



**Featured:** *Easyriders* December 1981
**Owner:** Mike & Bobby Marsiano
**City:** Redding, Calif.
**Model:** 1964 FLH
**Builder:** Owner
**Photo:** Pete Chiodo

***Left* – Featured:**
*Easyriders* January 1982
**Owner:** Tom Drakulic
**City:** Pittsburgh, Pa.
**Model:** 1949 Panhead
**Builder:** Owner, Mel
**Photo:** Wizard

***Right* – Featured:**
*Easyriders* February 1982
**Owner:** Johnny Pag
**City:** Brockton, Mass.
**Model:** 1979 Shovelhead FLH
**Builder:** Pag Bros.
**Photo:** Jake



**Featured:** *Easyriders* March 1982
**Owner:** Richard Cruz
**City:** Porterville, Calif.
**Model:** 1951 FL
**Builder:** Rod Peyron
**Photo:** Pete Chiodo

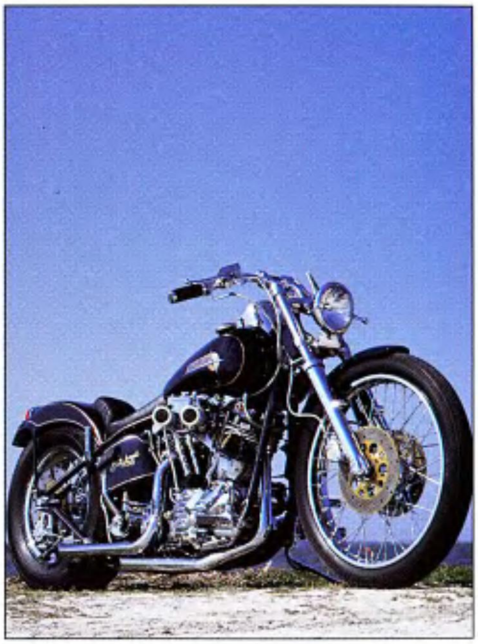
***Left* – Featured:**
*Easyriders* April 1982
**Owner:** Dino
**City:** San Diego, Calif.
**Model:** 1978 Shovelhead
**Builder:** Owner
**Photo:** Pete Chiodo

***Right* – Featured:**
*Easyriders* May 1982
**Owner:** J.C. Harper
**City:** The Berkshires
**Model:** 1948 Panhead FL
**Builder:** Eastern Cycle Design
**Photo:** Jake

**Featured:** *Easyriders*
June 1982
**Owner:** Jason Audiss
**City:** Stockton, Calif.
**Model:** 1949 FL
**Builder:** Strmiska/Owner
**Photo:** Pete Chiodo

***Left*** **– Featured:**
*Easyriders* July 1982
**Owner:** Greg Moses
**City:** Somewhere, S.D.
**Model:** 1949 FL
**Builder:** Owner
**Photo:** Mike Lichter

***Right*** **– Featured:**
*Easyriders* August 1982
**Owner:** Rick Doss
**City:** Danville, Va.
**Model:** 1949
Pan-Shovel FL
**Builder:** Rick Doss
**Photo:** Mike Lichter

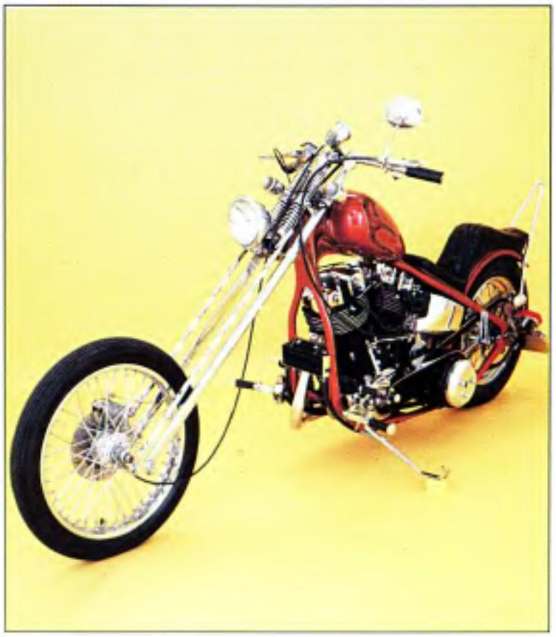


**Featured:** *Easyriders*
September 1982
**Owner:** Paul Oteri
**City:** Boston, Mass
**Model:** 1958 Duo-Glide FL
**Builder:** Owner
**Photo:** Jake

***Left*** **– Featured:**
*Easyriders* October 1982
**Owner:** Goran Carlsson
**City:** Sweden
**Model:** 1947 UL-80
**Builder:** Owner
**Photo:** Mike Lichter

***Right*** **– Featured:**
*Easyriders* November 1982
**Owner:** Cupcake
**City:** Rhode Island
**Model:** 1977 FLH
**Builder:** Owner
**Photo:** Jake

**Featured:** *Easyriders* December 1982
**Owner:** Bob H.
**City:** Lynn, Mass.
**Model:** 1960 Pan/Shovel FLH
**Builder:** Owner
**Photo:** Jake

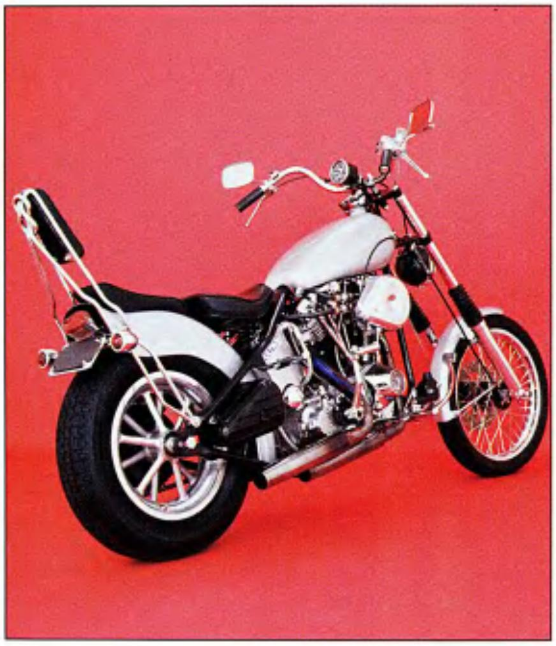


***Left*** **– Featured:**
*Easyriders* January 1983
**Owner:** Alan Stubbings
**City:** Mojave, Calif.
**Model:** 1949 Shovelhead
**Builder:** Owner
**Photo:** Pete Chiodo

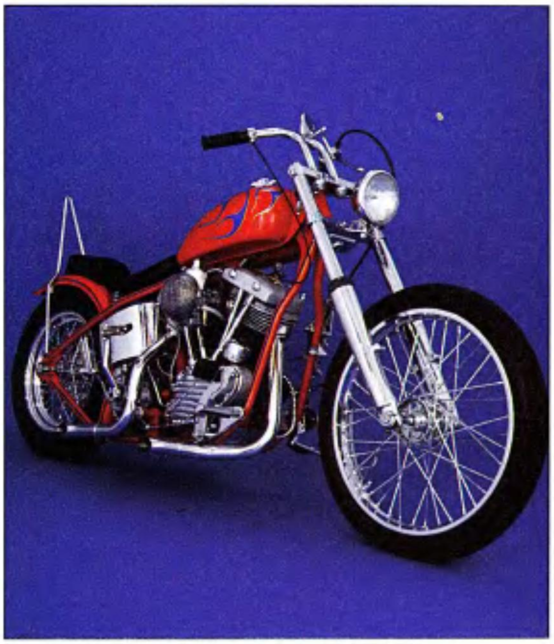
***Right*** **– Featured:**
*Easyriders* February 1983
**Owner:** Serge Lapointe
**City:** Sylmar, Calif.
**Model:** 1977 FXS
**Builder:** Owner
**Photo:** Pete Chiodo

**Featured:** *Easyriders* March 1983
**Owner:** Mike Belfry
**City:** Las Vegas, Nev.
**Model:** 1959 Sportster XLCH
**Builder:** Owner
**Photo:** Pete Chiodo

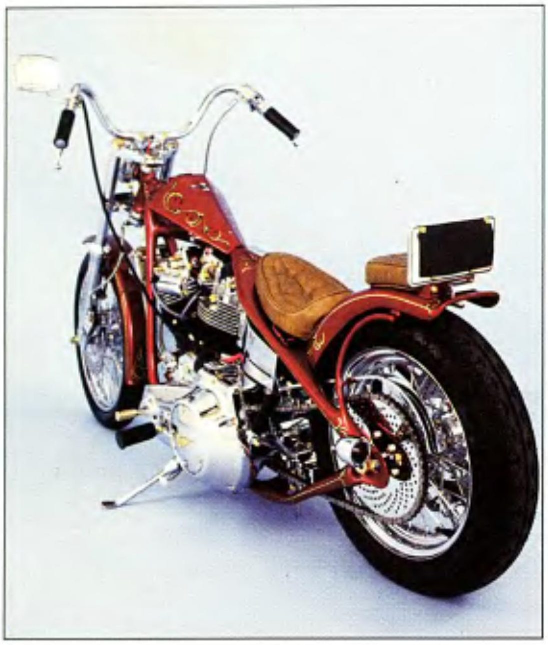
***Left*** **– Featured:** *Easyriders* April 1983
**Owner:** Bill Holliday/ Holliday's MC
**City:** Camarillo, Calif.
**Model:** 1971-'81 Full Custom
**Builder:** Owner
**Photo:** Pete Chiodo

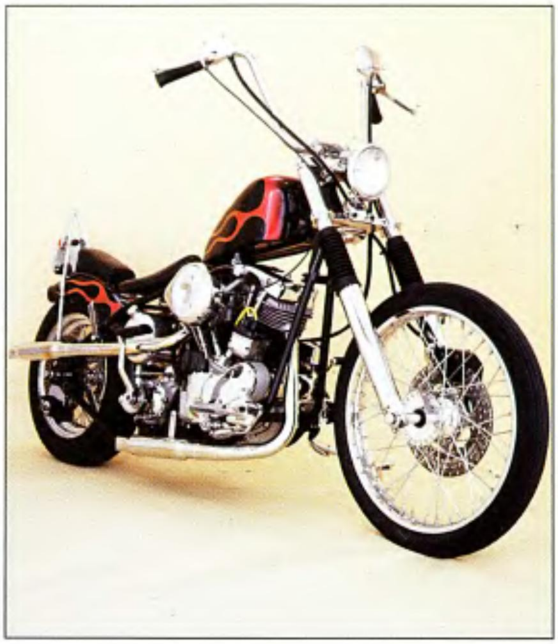


***Right*** **– Featured:** *Easyriders* May 1983
**Owner:** Sal Rodriguez
**City:** Madera, Calif.
**Model:** 1961 Pan/Shovel
**Builder:** Owner
**Photo:** Pete Chiodo



**Featured:** *Easyriders* June 1983
**Owner:** Lloyd Aragon
**City:** Grand Junction, Colo.
**Model:** 1947 Knucklehead FL
**Builder:** Owner
**Photo:** Michael Lichter

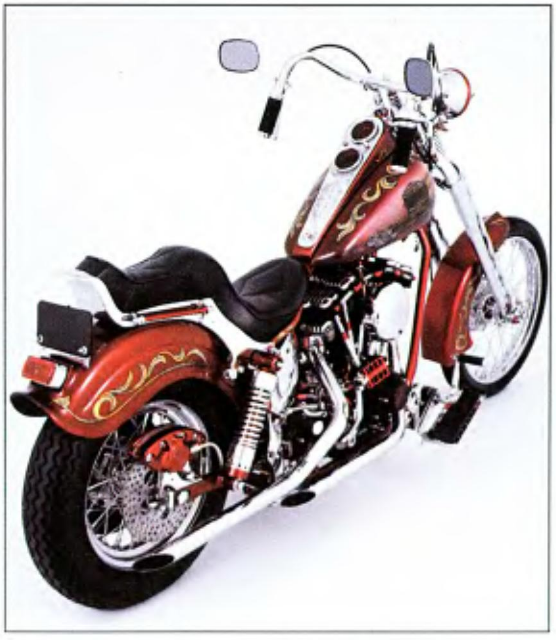




***Left* – Featured:**
*Easyriders* July 1983
**Owner:** Gene Miller
**City:** Lanham, Md.
**Model:** 1969 Shovelhead FL
**Builder:** Owner
**Photo:** Mike Lichter

***Right* – Featured:**
*Easyriders* August 1983
**Owner:** George Bettencourt
**City:** Union City, Calif.
**Model:** 1969 Shovelhead FL
**Builder:** Owner
**Photo:** Pete Chiodo

**Featured:** *Easyriders* September 1983
**Owner:** Jerry Bishop
**City:** Ormond, Fla.
**Model:** 1974 FLH
**Builder:** Gary Muench
**Photo:** Mike Lichter



***Left* – Featured:**
*Easyriders* October 1983
**Owner:** Terry Paine
**City:** Denver, Colo.
**Model:** 1975 FXE
**Builder:** Owner
**Photo:** Pete Chiodo

***Right* – Featured:**
*Easyriders* November 1983
**Owner:** Trick Rick
**City:** Kansas City, Kan.
**Model:** 1973 Big Twin
**Builder:** Ben-Ther Bros.
**Photo:** Mike Lichter

**Featured:** *Easyriders* December 1983
**Owner:** Mel Thorton
**City:** San Diego, Calif.
**Model:** 1945 WL
**Builder:** Owner
**Photo:** Pete Chiodo

***Left* – Featured:** *Easyriders* January 1984
**Owner:** Bill Cash
**City:** Kansas City, Mo.
**Model:** 1975 Super Glide
**Builder:** Owner, Ben-Ther Bros.
**Photo:** Mike Lichter

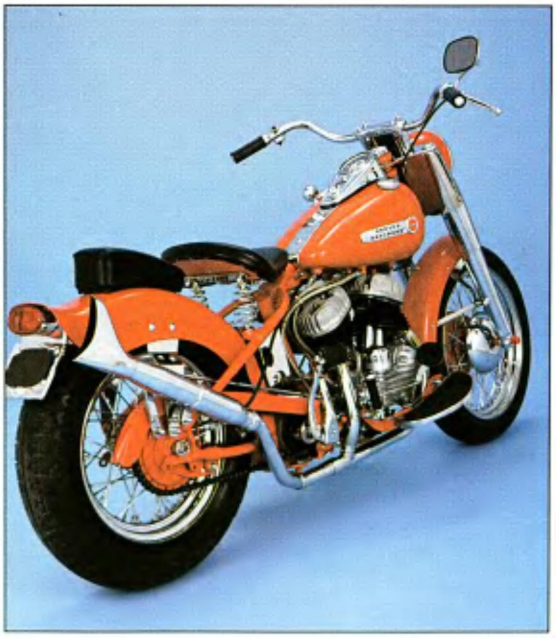
***Right* – Featured:** *Easyriders* February 1984
**Owner:** Brandon
**City:** San Diego, Calif.
**Model:** 1972 Sportster
**Builder:** Owner
**Photo:** Pete Chiodo

**Featured:** *Easyriders* March 1984
**Owner:** Sport & Custom
**City:** San Diego, Calif.
**Model:** 1952 Panhead FLH
**Builder:** Owner
**Photo:** Pete Chiodo

***Left* – Featured:**
*Easyriders* April 1984
**Owner:** Darell Johnson
**City:** San Fernando Valley, Calif.
**Model:** 1936 Knucklehead
**Builder:** Owner/friends
**Photo:** Pete Chiodo

***Right* – Featured:**
*Easyriders* May 1984
**Owner:** Randy Sweeney
**City:** Oklahoma Territory
**Model:** 1981 Big Twin
**Builder:** Owner
**Photo:** Mike Lichter

**Featured:** *Easyriders* June 1984
**Owner:** Fabian
**City:** Berdoo, Calif.
**Model:** 1984 FLH
**Builder:** Bill Coricelli
**Photo:** Pete Chiodo



***Left* – Featured:**
*Easyriders* July 1984
**Owner:** Bobby Cheatham
**City:** Lexington, Ky.
**Model:** 1973 Sportster
**Builder:** Casey's Cycles
**Photo:** Pete Chiodo

***Right* – Featured:**
*Easyriders* August 1984
**Owner:** Whitney Shoemaker
**City:** Kalamazoo, Mich.
**Model:** 1946 WL
**Builder:** Owner
**Photo:** Pete Chiodo

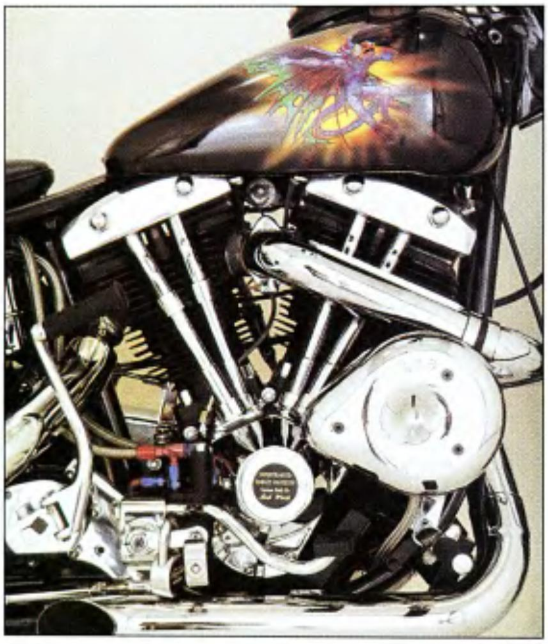
**Featured in:** *Easyriders* September 1984
**Owner:** Ted Zajicek
**City:** Mission Hills, CA
**Model:** 1962 FL
**Builder:** Owner, Warren Pierce
**Photo:** Pete Chiodo

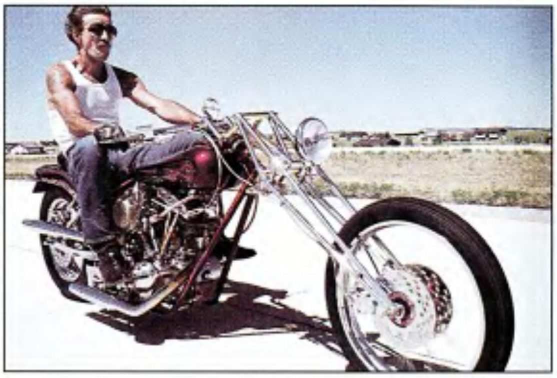
***Left* – Featured:** *Easyriders* October 1984
**Owner:** Dale Lingle
**City:** Lenoir, N.C.
**Model:** 1963 FLH
**Builder:** Owner, Rick Doss
**Photo:** Pete Chiodo

***Right* – Featured:** *Easyriders* November 1984
**Owner:** Frank Toner
**City:** Southern Calif.
**Model:** 1977 FLH
**Builder:** Owner
**Photo:** Pete Chiodo

**Featured:** *Easyriders* December 1984
**Owner:** John Wood
**City:** Richmond, Calif.
**Model:** 1965 FL
**Builder:** Owner, Chicago Joe
**Photo:** Pete Chiodo

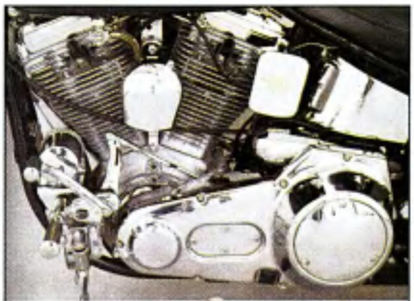
**Featured in:** *Easyriders* January 1985
**Owner:** Paul
**City:** Watertown, Mass.
**Model:** trike
**Builder:** Owner, C&D Cycle
**Photo:** Jake





***Left* – Featured:** *Easyriders* February 1985
**Owner:** Bob Wirth
**City:** Upland, Calif.
**Model:** 1981 Sturgis
**Builder:** Owner
**Photo:** Pete Chiodo

***Right* – Featured:** *Easyriders* March 1985
**Owner:** Bob Illingworth
**City:** Minneapolis, Minn.
**Model:** 1984 Special Construction
**Builder:** Smith Bros., Fetrow.
**Photos:** Michael Lichter



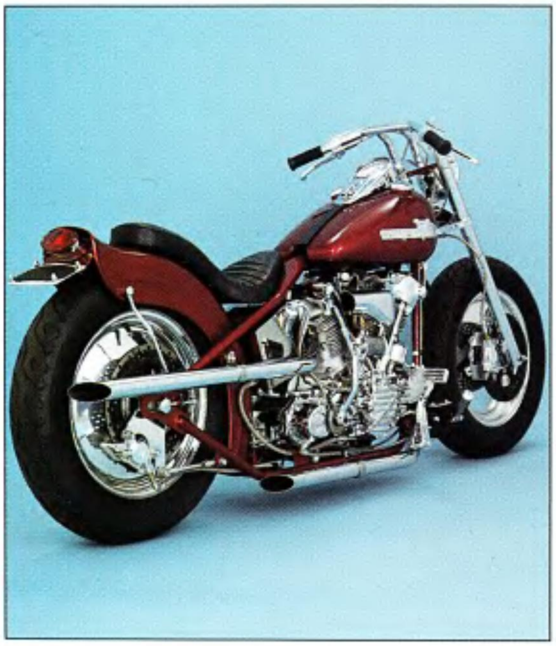
***Left* – Featured:** *Easyriders* April 1985
**Owner:** Steve Wright
**City:** Southern Calif.
**Model:** Cyclone
**Builder:** Owner
**Photo:** Rip

***Right* – Featured:** *Easyriders* May 1985
**Owner:** Harvey and Teri Lew
**City:** Rolling Hills, Calif.
**Model:** 1984 Softail
**Builder:** Rock & Roll
**Photo:** Pete Chiodo

**Featured:** *Easyriders* June 1985
**Owner:** Rick Warner
**City:** Cleethorpes, England
**Model:** 1942 Knucklehead EL
**Builder:** Owner
**Photo:** Mike Lichter

***Left* – Featured:** *Easyriders* July 1985
**Owner:** Tommy Too High
**City:** Daytona Beach, Fla.
**Model:** 1947 Knucklehead
**Builder:** Magnum Cycles
**Photo:** Pete Chiodo

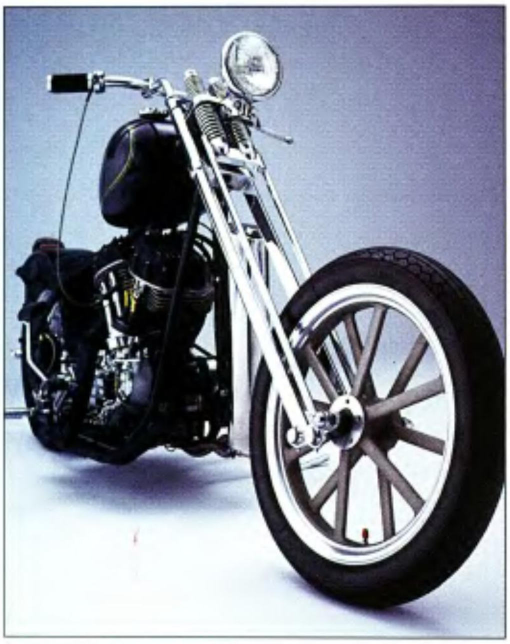
***Right* – Featured:** *Easyriders* August 1985
**Owner:** Brad Bauer
**City:** Greeley, Colo.
**Model:** 1966 Sportster XLCH
**Builder:** Owner
**Photo:** Mike Lichter



***Left* – Featured:** *Easyriders* September 1985
**Owner:** John Reed
**City:** Oxford, England
**Model:** 1962 FL
**Builder:** Owner
**Photo:** from owner

***Right* – Featured:** *Easyriders* October 1985
**Owner:** Fred Cuba
**City:** Hastings, Neb.
**Model:** 1983 Cubster
**Builder:** Fred's Speed & Sport
**Photo:** Michael Lichter

**Featured:** *Easyriders* November 1985
**Owner:** Carl Simms
**City:** Fremont, Calif.
**Model:** 1978 Low Rider
**Builder:** Owner, Bay Area Custom Cycles
**Photo:** Pete Chiodo



***Left*** **– Featured:** *Easyriders* December 1985
**Owner:** Bird
**City:** Rockford, Ill.
**Model:** 1954 FL
**Builder:** Bird's Mfg.
**Photo:** José Ford

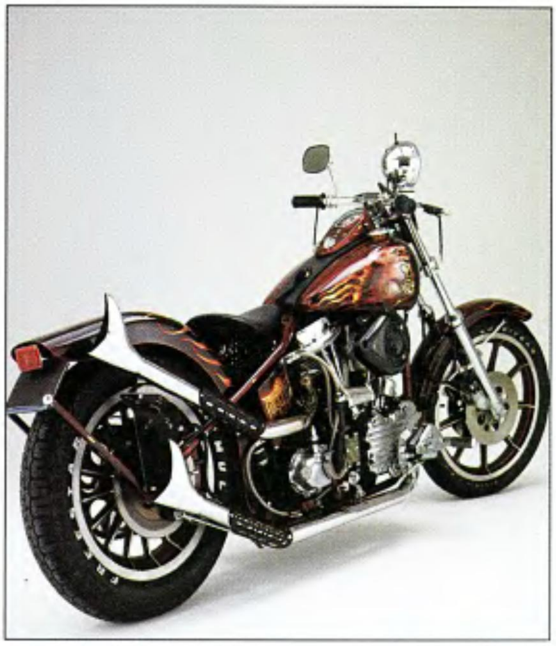
***Right*** **– Featured:** *Easyriders* January 1986
**Owner:** Cory Ness
**City:** Castro Valley, Calif.
**Model:** 1980 FLT
**Builder:** Owner, Bob Monroe
**Photo:** Pete Chiodo

**Featured:** *Easyriders* February 1986
**Owner:** Bill Gardner
**City:** Omaha, Neb.
**Model:** 1980 Sportster
**Builder:** Gardner's MC
**Photo:** Owner

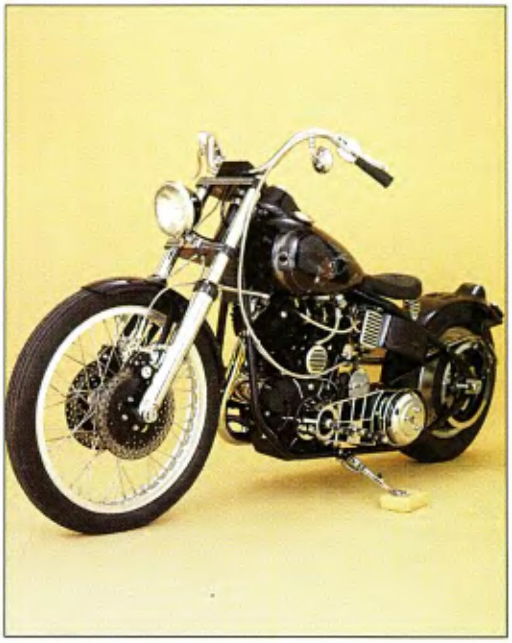
**Featured:** *Easyriders* March 1986
**Owner:** H. Craig Anderson
**City:** Casper, Wyo.
**Model:** 1983 Shovelhead
**Builder:** High Plains M/C
**Photo:** Mike Lichter

*Left* – **Featured:** *Easyriders* April 1986
**Owner:** Bill Holliday
**City:** Camarillo, Calif.
**Model:** 1971-'81 Shovelhead
**Builder:** Owner
**Photo:** Pete Chiodo

*Right* – **Featured:** *Easyriders* May 1986
**Owner:** Rodney Pierantoni
**City:** Kenosha, Wis.
**Model:** 1951 EL
**Builder:** Owner, Alan Darrell
**Photo:** José



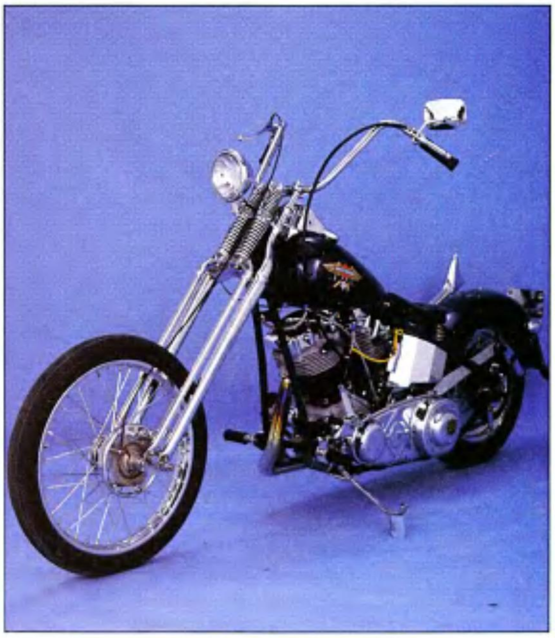
**Featured:** *Easyriders* June 1986
**Owner:** Bob Vance
**City:** San Leandro, Calif.
**Model:** 1971 FLH
**Builder:** Owner, Bob Monroe
**Photo:** Pete Chiodo



***Left*** **– Featured:**
*Easyriders* July 1986
**Owner:** Ron Finch
**City:** Pontiac, Mich.
**Model:** 1973
Shovelhead FX
**Builder:** Owner
**Photo:** Pete Chiodo

***Right*** **– Featured:**
*Easyriders* August 1986
**Owner:** Dixie Doss
**City:** Danville, Va.
**Model:** 1947
Knucklehead EL
**Builder:** Rick Doss
**Photo:** Pete Chiodo

**Featured:** *Easyriders*
September 1986
**Owner:** Mallard Teal
**City:** White Bear, Minn.
**Model:** 1985 FXRS
**Builder:** Motorworks,
T&L Custom
**Photo:** Pete Chiodo



***Left*** **– Featured:**
*Easyriders* October 1986
**Owner:** Arlin Fatland
**City:** Denver, Colo.
**Model:** 1973 Shovelhead
**Builder:** Don Hotop
**Photo:** Mike Lichter

***Right*** **– Featured:**
*Easyriders*
November 1986
**Owner:** Jan Manning
**City:** Fresno, Calif.
**Model:** 1973 Shovelhead
**Builder:** Ziggy
**Photo:** Pete Chiodo, EKB

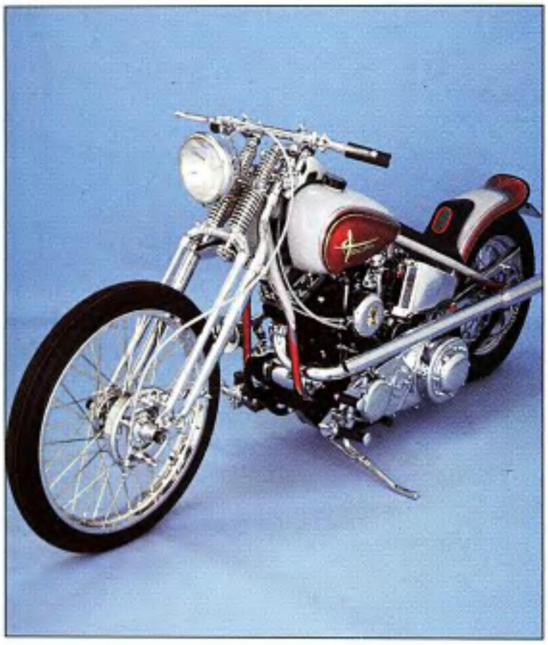
**Featured:** *Easyriders* December 1986
**Owner:** Norm Lindgren
**City:** Wahoo, Neb.
**Model:** 1975 Shovelhead FX
**Builder:** Owner
**Photo:** Michael Lichter

***Left*** **– Featured:** *Easyriders* January 1987
**Owner:** Ron Simms
**City:** Hayward, Calif.
**Model:** 1986 FXRS BACC
**Builder:** Bay Area Custom Cycles
**Photo:** Pete Chiodo

***Right*** **– Featured:** *Easyriders* February 1987
**Owner:** John Clapper
**City:** Hooterville, Conn.
**Model:** 1976 FLH
**Builder:** Owner
**Photo:** Michael Lichter

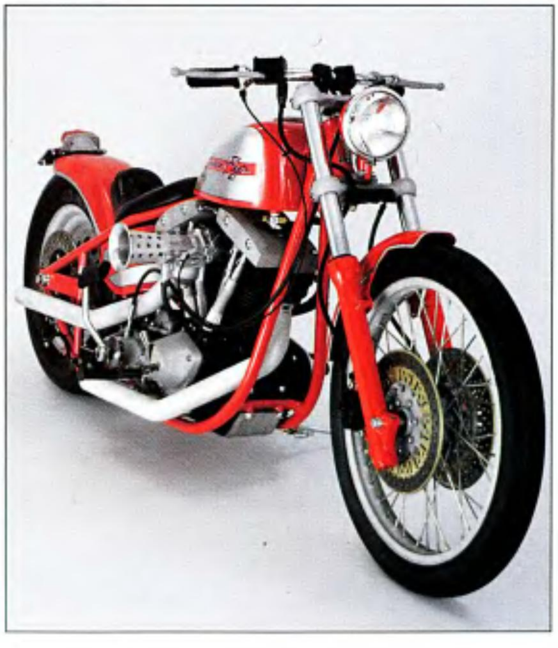
**Featured:** *Easyriders* March 1987
**Owner:** Fred Cuba
**City:** Hastings, Neb.
**Model:** 1980 Shovelhead FXES
**Builder:** Fred's Speed & Sport
**Photo:** Michael Lichter

**Featured:** *Easyriders* April 1987
**Owner:** Pete Smith
**City:** Lockport, N.Y.
**Model:** 1969 Shovelhead
**Builder:** M.C. Supermarket
**Photo:** Pete Chiodo



***Left*** **– Featured:** *Easyriders* May 1987
**Owner:** Tony Carlini
**City:** Newport Beach, Calif.
**Model:** 1962 Panhead
**Builder:** Wink, Owner
**Photo:** Pete Chiodo

***Right*** **– Featured:** *Easyriders* June 1987
**Owner:** Paisano Publications
**City:** Agoura Hills, Calif.
**Model:** 1950 Panhead
**Builder:** Jammer Cycle
**Photo:** Pete Chiodo



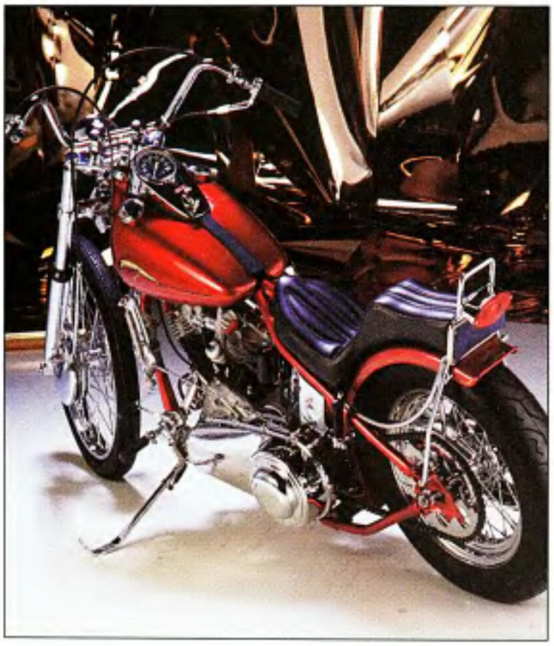
***Left*** **– Featured:** *Easyriders* July 1987
**Owner:** Chad Hull
**City:** Mt. Airy, N.C.
**Model:** 1978 Shovelhead FXS
**Builder:** Owner
**Photo:** Michael Lichter

***Right*** **– Featured:** *Easyriders* August 1987
**Owner:** Rick Pew
**City:** Broomfield, Colo.
**Model:** 1977 FX
**Builder:** Owner
**Photo:** Michael Lichter

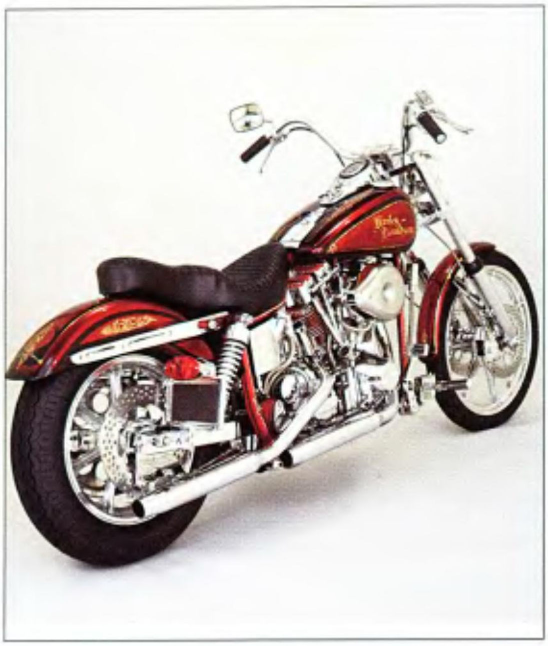
**Featured:** *Easyriders* September 1987
**Owner:** Rick Hallett
**City:** Malibu, Calif.
**Model:** 1942 FL
**Builder:** Michael's MC Works
**Photo:** Pete Chiodo

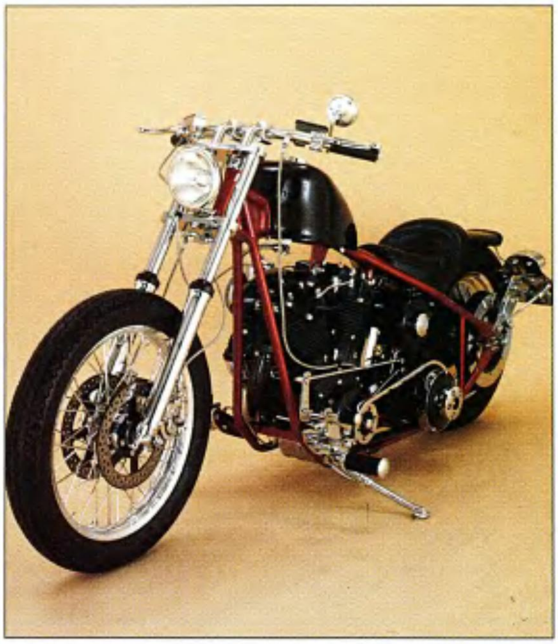
***Left*** **– Featured:** *Easyriders* October 1987
**Owner:** Mike Sing
**City:** Venice, Calif.
**Model:** 1950 FL
**Builder:** Michael's
**Photo:** Gayda

***Right*** **– Featured:** *Easyriders* November 1987
**Owner:** Rich Krasun
**City:** Montville, Conn.
**Model:** 1955 FL
**Builder:** Custom Creations
**Photo:** Jake



**Featured:** *Easyriders* December 1987
**Owner:** Arnie Araujo
**City:** Fremont, Calif.
**Model:** 1986 Cop Bike
**Builder:** Owner
**Photo:** Pete Chido, Mike Lichter





***Left*** **– Featured:**
*Easyriders* January 1988
**Owner:** Jon Sadowsky
**City:** Ft. Lauderdale, Fla.
**Model:** 1986 BACC Stroker
**Builder:** Bay Area Custom Cycles
**Photo:** Pete Chiodo

***Right*** **– Featured:**
*Easyriders* February 1988
**Owner:** Mike Murray
**City:** Liberal, Kan.
**Model:** 1987 Shovelhead
**Builder:** Benjie's American MC Shop
**Photo:** Mike Lichter

**Featured in:** *Easyriders* March 1988
**Owner:** Bob Black
**City:** Pittsburg, KS
**Model:** 1939 Knucklehead EL
**Builder:** Owner
**Photo:** Michael Lichter

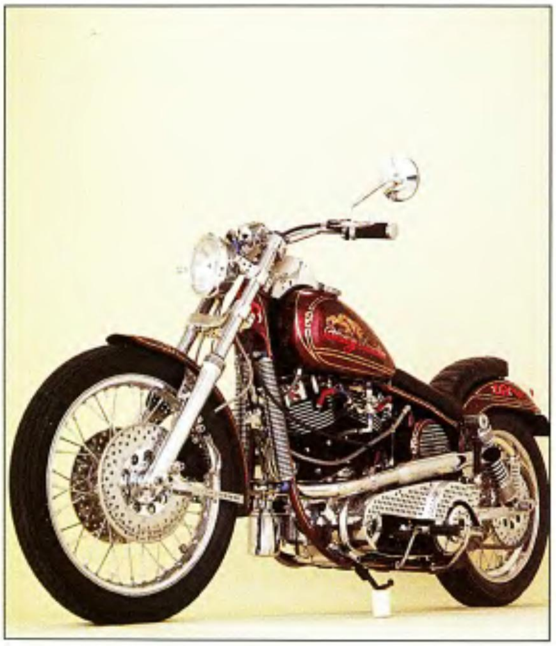
***Left*** **– Featured:**
*Easyriders* April 1988
**Owner:** Mark LaFleur
**City:** Sioux Falls, S.D.
**Model:** 1948 Indian Chief Rat
**Builder:** Owner
**Photo:** Mike Lichter

***Right*** **– Featured:**
*Easyriders* May 1988
**Owner:** Lou Falcigno
**City:** Ft. Pierce, Fla.
**Model:** 1986 Shovelhead
**Builder:** C&L Hog Shop
**Photo:** Mike Lichter

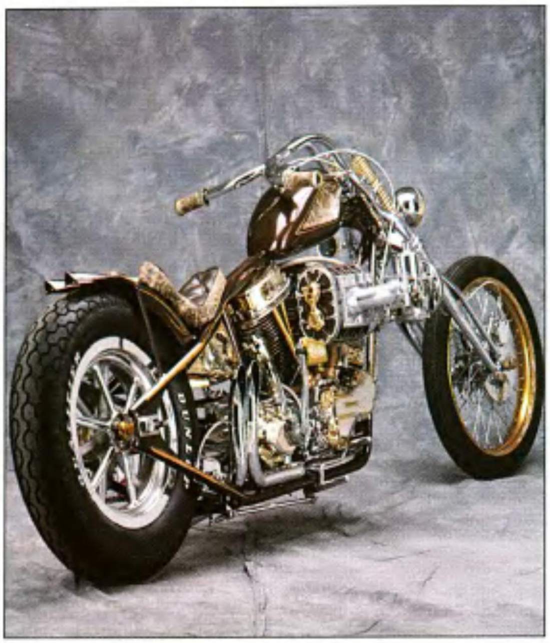
**Featured:** *Easyriders* June 1988
**Owner:** George Ferguson
**City:** Denver, Colo.
**Model:** 1988 Shovelhead
**Builder:** George's Custom Cycles
**Photo:** Mike Lichter

***Left* – Featured:** *Easyriders* July 1988
**Owner:** Bill & Elsie Bassett
**City:** San Jose, Calif.
**Model:** 1977 Shovelhead
**Builder:** Owner
**Photo:** Pete Chiodo

***Right* – Featured:** *Easyriders* August 1988
**Owner:** William & Alicja
**City:** Dayton, Ohio
**Model:** 1947 Knucklehead EL
**Builder:** Casey's Custom Harleys
**Photo:** Mike Lichter



**Featured:** *Easyriders* September 1988
**Owner:** Kirk Van Scoten
**City:** Westmoreland, N.Y.
**Model:** 1978 Shovelhead
**Builder:** Team Sumax
**Photo:** Mike Lichter



***Left*** **– Featured:**
*Easyriders* October 1988
**Owner:** Rex Zuvella
**City:** Phoenix, Ariz.
**Model:** 1959 Panhead FL
**Builder:** Owner
**Photo:** Silvermoon

***Right*** **– Featured:**
*Easyriders* November 1988
**Owner:** Bruce Ponto
**City:** Sioux Falls, S.D.
**Model:** 1984 Softail
**Builder:** Full-Blast Engineering
**Photo:** Mad Mike

**Featured:** *Easyriders* December 1988
**Owner:** Arlin Fatland
**City:** Denver, Colo.
**Model:** 1957 Softail
**Builder:** 2 Wheeler's M/C Shop
**Photo:** Mike Lichter

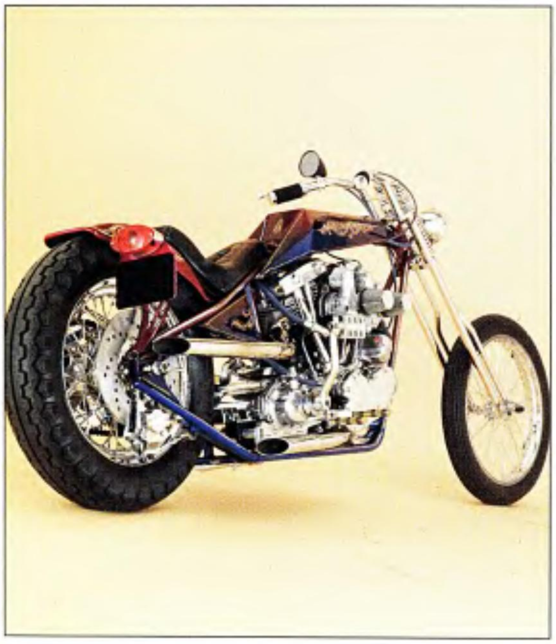
***Left*** **– Featured:**
*Easyriders* January 1989
**Owner:** Bernie Bausch
**City:** Canoga Park, Calif.
**Model:** 1987 Blockhead
**Builder:** B.A.A.D. Motorcycles
**Photo:** Silvermoon

***Right*** **– Featured:**
*Easyriders* February 1989
**Owner:** Scott Gallegos
**City:** Thornton, Colo.
**Model:** 1988 Evo/Shovel
**Builder:** Owner
**Photo:** Mad Mike

**Featured:** *Easyriders* March 1989
**Owner:** Dan Huebner
**City:** Grand Island, Neb.
**Model:** 1973 FX
**Builder:** Owner, Fred's
**Photo:** Mike Lichter

***Left*** **– Featured:** *Easyriders* April 1989
**Owner:** Jim Taylor
**City:** Denver, Colo.
**Model:** 1967 Shovelhead
**Builder:** Gary Hunt
**Photo:** Mike Lichter

***Right*** **– Featured:** *Easyriders* May 1989
**Owner:** Dennie Mikhael
**City:** Westport, Conn.
**Model:** 1955 Panhead, Police Special
**Builder:** Longriders Custom
**Photo:** Stephen Ogilvy



**Featured:** *Easyriders* June 1989
**Owner:** Tom Foster
**City:** Los Angeles, Calif.
**Model:** 1972 Shovelhead
**Builder:** Owner, Adam Christ
**Photo:** Silvermoon

***Left* – Featured:**
*Easyriders* July 1989
**Owner:** Donnie Smith
**City:** Brooklyn Park, Minn.
**Model:** 1985 FXRS
**Builder:** Owner
**Photo:** Mike Lichter

***Right* – Featured:**
*Easyriders* August 1989
**Owner:** Yukio Sato
**City:** Honolulu, Hawaii
**Model:** 1987 Titan
**Builder:** Owner
**Photo:** Jamie Wellner

**Featured in:** *Easyriders* September 1989
**Owner:** Bill Johnson
**City:** Longmont, Colo.
**Model:** 19?? Shovelhead
**Builder:** Owner, High Country H-D
**Photo:** Mike Lichter

***Left* – Featured:**
*Easyriders* October 1989
**Owner:** Grady Pfeiffer
**City:** Studio City, Calif.
**Model:** 1986 FXRC
**Builder:** Bill Westbrook
**Photo:** Raiko Hartman

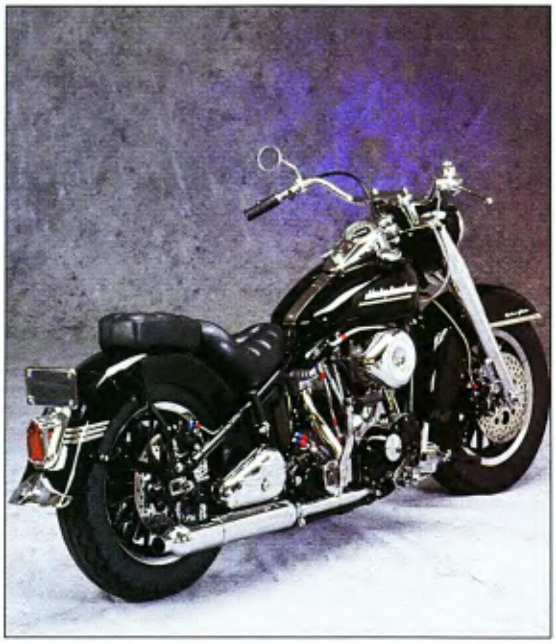
***Right* – Featured:**
*Easyriders* November 1989
**Owner:** Carlo Lujan
**City:** Concord, Calif.
**Model:** 1987 Pro Dragster
**Builder:** Owner, Bob Monroe
**Photo:** Silvermoon

**Featured:** *Easyriders* December 1989
**Owner:** Kerry Crist
**City:** Los Angeles, Calif.
**Model:** 1950 Panhead
**Builder:** Owner
**Photo:** Raiko Hartman

***Left*** **– Featured:** *Easyriders* January 1990
**Owner:** Bill Colson
**City:** Irvine, Calif.
**Model:** 1946 WL
**Builder:** Owner, Ralph 45
**Photo:** Raiko Hartman

***Right*** **– Featured:** *Easyriders* February 1990
**Owner:** Dan Ballard
**City:** Lyons, Colo.
**Model:** 1953 FL Pan
**Builder:** Owner
**Photo:** Mike Lichter

**Featured:** *Easyriders* March 1990
**Owner:** Rick Brown, Stereo Rod
**City:** Guerneville, Calif.
**Model:** 1969 H-D Special Construction
**Builder:** Rick Brown
**Photo:** Silvermoon



***Left*** **– Featured:**
*Easyriders* April 1990
**Owner:** Bill Blatz
**City:** Wahoo, Neb.
**Model:** 1975 FX
**Builder:** Owner
**Photo:** Mike Lichter

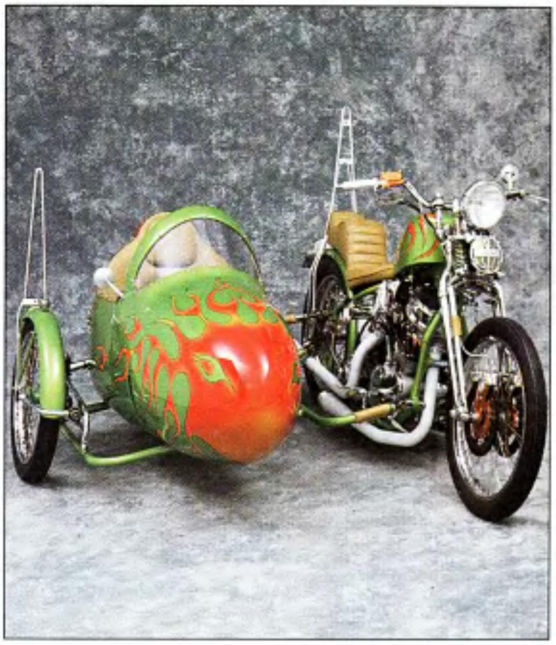
***Right*** **– Featured:**
*Easyriders* May 1990
**Owner:** Dana Levine
**City:** Reseda, Calif.
**Model:** 1969 FLH
**Builder:** Dana, Vic's Custom Cycle
**Photo:** Peter Dokus

**Featured:** *Easyriders* June 1990
**Owner:** Ricky Ramierz
**City:** Sylmar, Calif.
**Model:** 1946 EL Knucklehead
**Builder:** Owner
**Photo:** Silvermoon

***Left*** **– Featured:**
*Easyriders* July 1990
**Owner:** Arlen Ness
**City:** San Leandro, Calif.
**Model:** 1990 Ness
**Builder:** Owner
**Photo:** Mike Lichter, Barry Chall

***Right*** **– Featured:**
*Easyriders* August 1990
**Owner:** Butch Bennett
**City:** Belmont, Mass.
**Model:** 1976 Shovel
**Builder:** Owner
**Photo:** Mike Lichter

**Featured:** *Easyriders* September 1990
**Owner:** Dale Walksler
**City:** Mt Vernon, Ill.
**Model:** 1971 Special Construction Sportster
**Builder:** Richard Gard, Karen Maxey
**Photo:** Chuck Emery



***Left* – Featured:** *Easyriders* October 1990
**Owner:** El Coyote
**City:** Burbank, Calif.
**Model:** 1963 Panhead
**Builder:** Owner, Bro Mike
**Photo:** Peter Dokus

***Right* – Featured:** *Easyriders* November 1990
**Owner:** Lisha and Randy Smith
**City:** Huntington Beach, Calif.
**Model:** 1965 Panhead
**Builder:** Owner, Custom Cycle Eng.
**Photo:** Raiko Hartman

**Featured:** *Easyriders* December 1990
**Owner:** Richard Ramirez
**City:** San Jose, Calif.
**Model:** 1978 Eliminator
**Builder:** Owner, Puccio Welding
**Photo:** Raiko Hartman

***Left*** **– Featured:**
*Easyriders* January 1991
**Owner:** Miguel Matuk
**City:** San Martin, Calif.
**Model:** 1990 XLCR
**Builder:** Sammy Newsom
**Photo:** Raiko Hartman

***Right*** **– Featured:**
*Easyriders* February 1991
**Owner:** Mike Easterday
**City:** Chino, Calif.
**Model:** 1990 Shovelhead
**Builder:** Precision M/C Concepts
**Photo:** Raiko Hartman

**Featured:** *Easyriders* March 1991
**Owner:** Mark Berres
**City:** Riverside, Calif.
**Model:** 1957 FLH
**Builder:** Owner
**Photo:** Raiko Hartman

***Left*** **– Featured:**
*Easyriders* April 1991
**Owner:** Tim McNalley
**City:** North Hollywood, Calif.
**Model:** 1987 FXRS
**Builder:** Cory Ness
**Photo:** Raiko Hartman

***Right*** **– Featured:**
*Easyriders* May 1991
**Owner:** Rick Poster
**City:** Fort Pierce, Fla.
**Model:** 1974 Shovelhead
**Builder:** C&L Hog Shop
**Photo:** Silvermoon

**Featured:** *Easyriders* July 1991
**Owner:** Wymond Walkem
**City:** Georgetown, Ontario
**Model:** 1946 Knucklehead
**Builder:** Owner
**Photo:** Raiko Hartman

***Left* – Featured:** *Easyriders* August 1991
**Owner:** Mike Henderson
**City:** Canyon Country, Calif.
**Model:** 1991 Harmon
**Builder:** Tom Foster
**Photo:** Raiko Hartman

***Right* – Featured:** *Easyriders* September 1991
**Owner:** Jim Converse
**City:** South Lake Tahoe, Calif.
**Model:** 1953 Panhead
**Builder:** Darrell Hayes, Bob Monroe
**Photo:** Raiko Hartman

**Featured:** *Easyriders* October 1991
**Owner:** Linda Ferraro
**City:** Pompano Beach, Fla.
**Model:** 1982 FXWG
**Builder:** Bros III
**Photo:** Silvermoon

**Featured:** *Easyriders* November 1991
**Owner:** Tony Maniscalchi
**City:** Glendale, Calif.
**Model:** 1987 FXSTC
**Builder:** Grady Pfeiffer, Bob Brouett
**Photo:** Raiko Hartman

***Left* – Featured:** *Easyriders* December 1991
**Owner:** Jammer Cycle Products
**City:** Glendale, Calif.
**Model:** 1989 FXSTC
**Builder:** Jammer
**Photo:** Peter Dokus

***Right* – Featured:** *Easyriders* January 1992
**Owner:** Jerry Ibanez
**City:** Belmont Shore, Calif.
**Model:** 1987 Evo
**Builder:** Burchinal's Performance
**Photo:** Raiko Hartman

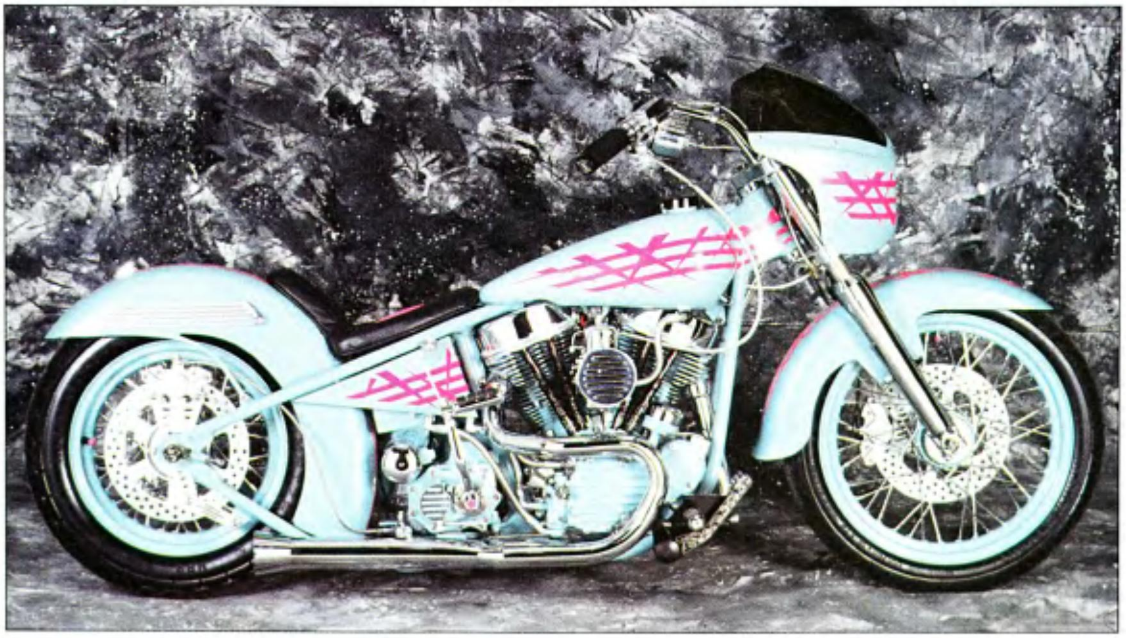
**Featured:** *Easyriders* February 1992
**Owner:** Pete Smith
**City:** Lockport, N.Y.
**Model:** 1957 Panhead
**Builder:** Motorcycle Supermarket
**Photo:** Mike Lichter

**Featured:** *Easyriders* March 1992
**Owner:** Keith Maschinot
**City:** Ft Lauderdale, Fla.
**Model:** 1978 FL
**Builder:** C&L Hog Shop
**Photo:** Silvermoon

*Left* – **Featured:** *Easyriders* April 1992
**Owner:** Don Hotop
**City:** Ft. Madison, Iowa
**Model:** 1991 FXRS
**Builder:** Don's Speed & Customs
**Photo:** Mike Lichter

*Right* – **Featured:** *Easyriders* May, 1992
**Owner:** Greg Jones
**City:** Glen Avon, Calif.
**Model:** 1971 Shovelhead
**Rebuilder:** Precision Motorcycles
**Photo:** Raiko Hartman, Jim Gianatsis

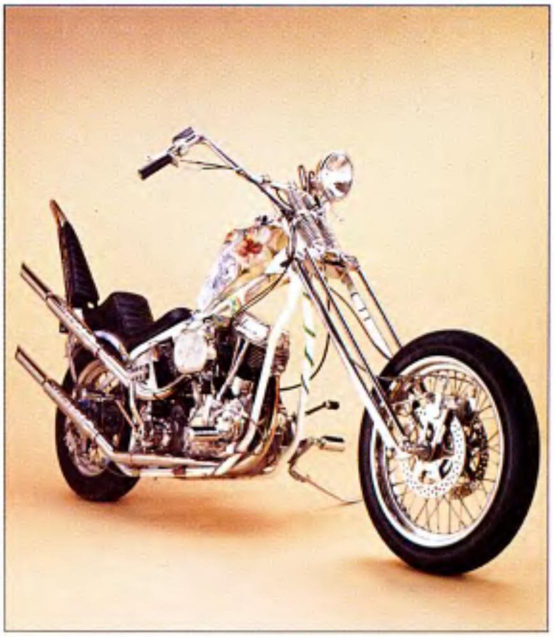
**Featured:** *Easyriders* June 1992
**Owner:** Fred Bohacek Jr.
**City:** New Bedford, Ohio
**Model:** 1948 Panhead
**Builder:** Owner
**Photo:** Silvermoon



***Left*** **– Featured:**
*Easyriders* July 1992
**Owner:** Barry Cooney
**City:** San Diego, Calif.
**Model:** 1946 Knucklehead FL
**Builder:** Owner
**Photo:** Raiko Hartman

***Right*** **– Featured:**
*Easyriders* August 1992
**Owner:** Donnie Smith
**City:** Brooklyn Park, Minn.
**Model:** 1991 Custom Evo
**Builder:** Owner
**Photo:** Mike Lichter

**Featured:** *Easyriders* September 1992
**Owner:** Willi Henke
**City:** Hagen, Germany
**Model:** 1980 FXE
**Builder:** Owner
**Photo:** Dittrich Foto Design



***Left*** **– Featured:**
*Easyriders* October 1992
**Owner:** Andy Taylor
**City:** Staunton, Va.
**Model:** 1947 Knucklehead
**Builder:** Milwaukee Iron
**Photo:** Steve Coonan

***Right*** **– Featured:**
*Easyriders* November 1992
**Owner:** Dick Gilmore
**City:** Linn Grove, Iowa
**Model:** 1960 FLH
**Builder:** Tator, Dewey, & Skinny
**Photo:** Mike Lichter

**Featured in:** *Easyriders* December 1992
**Owner:** Dennie L. Lauer
**City:** Wabash, Ind.
**Model:** 1954 FL
**Builder:** Don Sager
**Photo:** Steve Coonan

*Left* – **Featured:** *Easyriders* January 1993
**Owner:** Desmond D'Anna
**City:** San Martin, Calif.
**Model:** 1983 Shovelhead
**Builder:** Owner
**Photo:** Peter Dokus

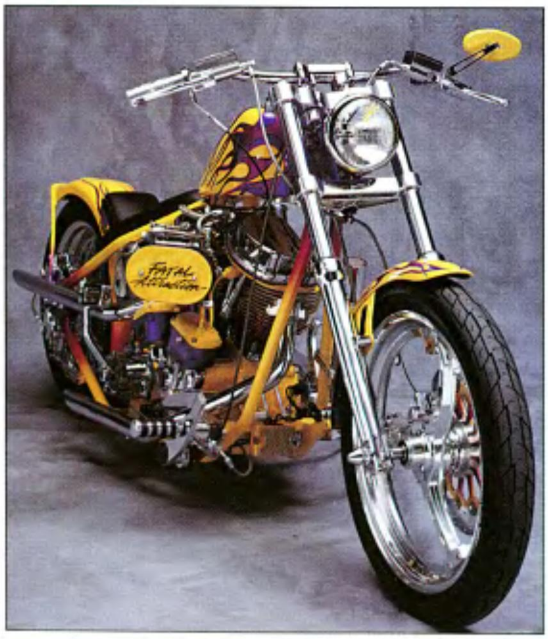
*Right* – **Featured:** *Easyriders* February 1993
**Owner:** Rick and Missy Winfield
**City:** St Louis, Mo.
**Model:** 1992 Special Construction Panhead
**Builder:** Korn's Cycle
**Photo:** Steve Coonan

**Featured:** *Easyriders* March 1993
**Owner:** Arlen Ness
**City:** San Leandro, Calif.
**Model:** 1990 FXR Softail
**Builder:** Arlen Ness, Bob Monroe
**Photo:** Raiko Hartman

***Left*** **– Featured:**
*Easyriders* April 1993
**Owner:** Bandit
**City:** Los Angeles, Calif.
**Model:** 1992 Bandit
**Builder:** Pat Kennedy, owner
**Photo:** Raiko Hartman

***Right*** **– Featured:**
*Easyriders* May 1993
**Owner:** Ron Craft
**City:** San Antonio, Texas
**Model:** 1993 Custom Evo
**Builder:** Li'l John Buttera, Steve Davis
**Photo:** Raiko Hartman

**Featured:** *Easyriders* June 1993
**Owner:** Arlin Fatland
**City:** Denver, CO
**Model:** 1959 Panhead
**Builder:** Fantasy in Iron
**Photo:** Mike Lichter



***Left*** **– Featured:**
*Easyriders* July 1993
**Owner:** Silvermoon
**City:** USA
**Model:** 1992 Custom Pan
**Builder:** Classic Cycles, Damon's
**Photo:** Silvermoon

***Right*** **– Featured:**
*Easyriders* August 1993
**Owner:** Rolando Santos
**City:** Miami Beach, Fla.
**Model:** 1992 Fat Boy
**Builder:** Razorback Motorworks
**Photo:** Don Rogers

**Featured:** *Easyriders* September 1993
**Owner:** Tak Asproloupos
**City:** White Brook, B.C.
**Model:** 1992 Evo
**Builder:** Owner
**Photo:** Mike Lichter

***Left* – Featured in:** *Easyriders* October 1993
**Owner:** Ken Bruno
**City:** Bristol, R.I.
**Model:** 1974 Shovelhead
**Builder:** OZ Motorcycle
**Photo:** Steve Coonan

***Right* – Featured:** *Easyriders* November 1993
**Owner:** Rudy Villaseñor
**City:** Hayward, Calif.
**Model:** 1988 FXR
**Builder:** Simms, Bay Area Custom Cycle
**Photo:** Steve Coonan

**Featured:** *Easyriders* December 1993
**Owner:** Lea Brunson
**City:** Orlando, Fla.
**Model:** 1979 FXE
**Builder:** Milwaukee Iron
**Photo:** Mike Lichter

**Featured:** *Easyriders* January 1994
**Owner:** Phil Iuliani
**City:** St. Catharines, Ontario
**Model:** 1987 Hardtail
**Builder:** Complete Auto, Nick
**Photo:** Steve Coonan

***Left* – Featured:** *Easyriders* February 1994
**Owner:** Manuel Gonsalves
**City:** Tampa Bay, Fla.
**Model:** 1991 Pro-Street Shovelhead
**Builder:** Keeton & Co.
**Photo:** Raiko Hartman

***Right* – Featured:** *Easyriders* March 1994
**Owner:** Dave Silvia
**City:** Dighton, Mass.
**Model:** 1977 Sportster
**Builder:** Cycle Fab, Sansone, Owner
**Photo:** Steve Coonan

**Featured:** *Easyriders* April 1994
**Owner:** Geary Kuhler
**City:** Independence, Mo.
**Model:** 1991 FLHSTC
**Builder:** Lenny, The Shop
**Photo:** Steve Coonan

**Featured:** *Easyriders* May 1994
**Owner:** Mike Garganesse
**City:** Las Vegas, Nev.
**Model:** 1993 Custom
**Builder:** Milwaukee Iron
**Photo:** Mike Lichter

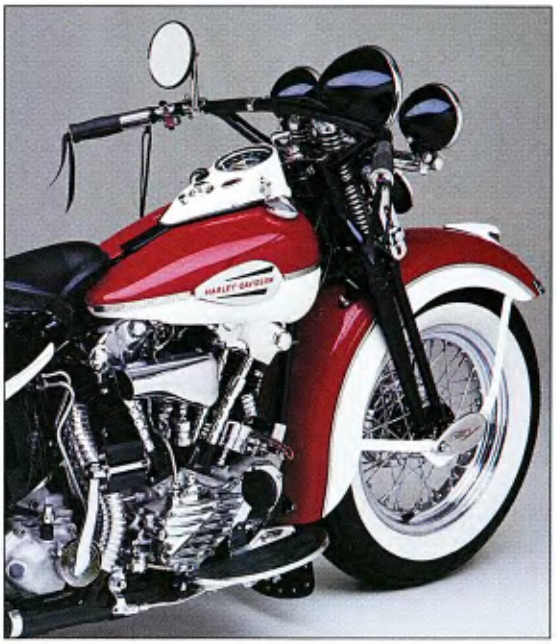
*Left* – **Featured:** *Easyriders* June 1994
**Owner:** Rick Pew
**City:** Broomfield, Colo.
**Model:** 1990 Evo/Pan
**Builder:** Owner
**Photo:** Mike Lichter

*Right* – **Featured:** *Easyriders* July 1994
**Owner:** John McCutcheon
**City:** Lewisburg, W.Va.
**Model:** 1993 Evo
**Builder:** Milwaukee Iron
**Photo:** Raiko Hartman

*Left* – **Featured:** *Easyriders* August 1994
**Owner:** Charlie McDonald
**City:** Sherman Oaks, Calif.
**Model:** 1993 Rigid Evo
**Builder:** Hi-Tech Custom
**Photo:** Silvermoon

*Right* – **Featured:** *Easyriders* September 1994
**Owner:** Allan De Shon
**City:** Northridge, Calif.
**Model:** 1989 FXRGD
**Builder:** Don Hotop
**Photo:** Raiko Hartman

**Featured:** *Easyriders* October 1994
**Owner:** Don Babcock
**City:** Endicott, N.Y.
**Model:** 1985 Softail
**Builder:** Owner
**Photo:** Steve Coonan



***Left* – Featured:** *Easyriders* November 1994
**Owner:** Joe Dinardo
**City:** Ft. Lauderdale, Fla.
**Model:** 1993 Heritage
**Builder:** Steel Works
**Photo:** Mike Lichter

***Right* – Featured:** *Easyriders* December 1994
**Owner:** Paul and Kathy Watkins
**City:** Topeka, Kan.
**Model:** 1946 EL Knuckle
**Builder:** Owner
**Photo:** Mike Lichter

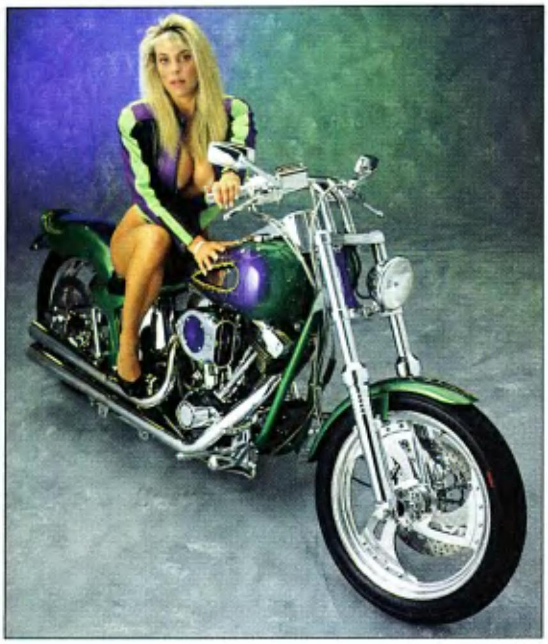
**Featured:** *Easyriders* January 1995
**Owner:** Avon Smith
**City:** Charlotte, N.C.
**Model:** 1950 EL Panhead
**Builder:** Brown's American Cycles
**Photo:** Bill Ellis

**Featured:** *Easyriders* February 1995
**Owner:** JP Poland, Dan Meyer
**City:** Lake Worth, Fla.
**Model:** 1994 FLHTC
**Builder:** Owners
**Photo:** Don Rogers

***Left* – Featured:** *Easyriders* March 1995
**Owner:** Tony Carlini
**City:** Newport Beach, Calif.
**Model:** 1993 Dyna Glide
**Builder:** Carlini Cycle Creations
**Photo:** Raiko Hartman

***Right* – Featured:** *Easyriders* April 1995
**Owner:** Reggie Pottier
**City:** Nimes, France
**Model:** 1993 Sportster
**Builder:** Street Drag
**Photo:** Mike Lichter

**Featured:** *Easyriders* May 1995
**Owner:** Jack Logan
**City:** Laguna Beach, Calif.
**Model:** 1994 Evo Mini-Bike Custom
**Builder:** Pat Kennedy
**Photo:** Mike Lichter



***Left* – Featured:**
*Easyriders* June 1995
**Owner:** K.D. Mishler
**City:** Plantation, Fla.
**Model:** 1992 FXST
**Builder:** Southern Classics, U.S. Steel
**Photo:** Don Rogers

***Right* – Featured:**
*Easyriders* July 1995
**Owner:** Hector Sedano
**City:** Petaluma, Calif.
**Model:** 1994 Wide Drive
**Builder:** Owner, Doran Benson
**Photo:** Raiko Hartman

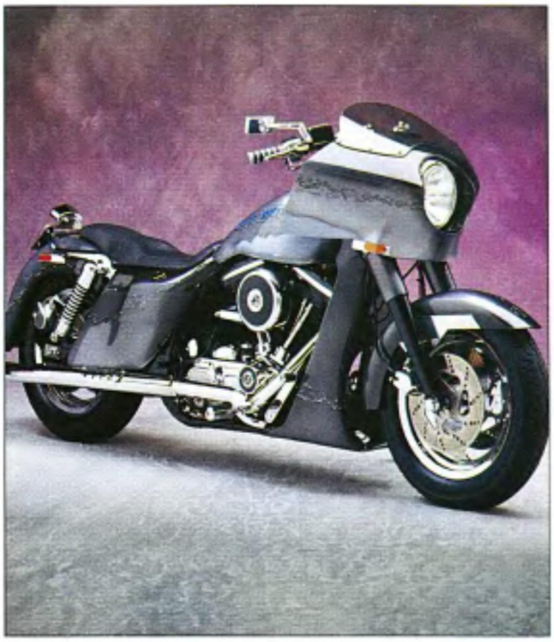
***Left* – Featured:**
*Easyriders* August 1995
**Owner:** Bandit
**City:** Los Angeles, Calif.
**Model:** 1946 Knucklehead EL
**Builder:** Milwaukee Iron
**Photo:** Raiko Hartman

***Right* – Featured:**
*Easyriders* October 1995
**Owner:** Danny Kramer
**City:** Las Vegas, Nev.
**Model:** 1995 Simms Custom
**Builder:** Simms, BACC
**Photo:** Raiko Hartman

**Featured:** *Easyriders* September 1995
**Owner:** Wink Eller
**City:** Santa Ana, Calif.
**Model:** 1995 Winkster
**Builder:** Wink, Simon
**Photo:** Mike Lichter

***Left*** **– Featured:**
*Easyriders* November 1995
**Owner:** Myron Larrabee
**City:** Scottsdale, Ariz.
**Model:** 1995 Pro Street
**Builder:** Easyriders of Scottsdale
**Photo:** Raiko Hartman

***Right*** **– Featured:**
*Easyriders* December 1995
**Owner:** Karel Karnik
**City:** Safford, Texas
**Model:** 1992 FLHS Electra Guide Sport
**Builder:** Dangerous Designs
**Photo:** Mike Lichter



**Featured:** *Easyriders* January 1996
**Owner:** Jon Kosmoski
**City:** Minneapolis, Minn.
**Model:** 1988 Softail
**Builder:** Donnie Smith
**Photo:** Mike Lichter

**Featured:** *Easyriders* February 1996
**Owner:** Battistinis Custom Cycles
**City:** Bournemouth, England
**Model:** 1995 Showstar
**Builder:** Battistinis
**Photo:** Carl Wilson

**Featured:** *Easyriders* March 1996
**Owner:** Sugar Bear
**City:** Los Angeles, Calif.
**Model:** 1986 Softail
**Builder:** Sugar Bear
**Photo:** Raiko Hartman

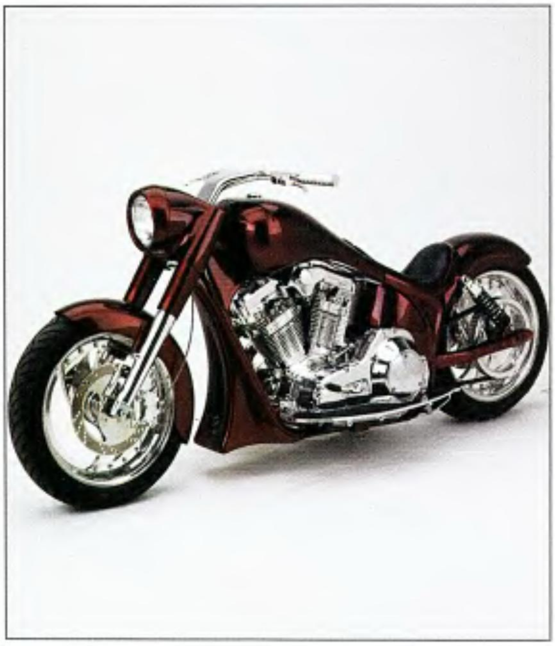
***Left* – Featured:**
*Easyriders* April 1996
**Owner:** Andy Magdesian
**City:** Montebello, Calif.
**Model:** 1994 H-D Special Construction
**Builder:** Greg, All Star Cycles
**Photo:** Mike Lichter, Raiko Hartman

***Right* – Featured:**
*Easyriders* May 1996
**Owner:** Mark Cohen
**City:** Rancho La Costa, Calif.
**Model:** 1994 Softail Wide Drive
**Builder:** Owner
**Photo:** Raiko Hartman

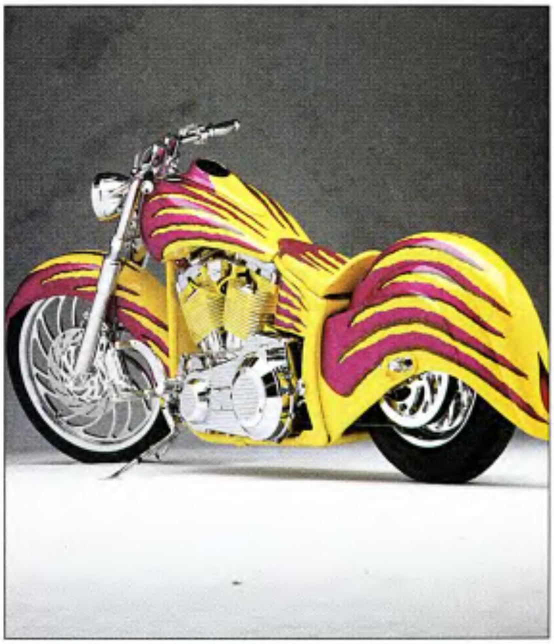
**Featured:** *Easyriders* July 1996
**Owner:** Arnie Araujo
**City:** Fremont, Calif.
**Model:** 1989 FXR
**Builder:** Owner
**Photo:** Raiko Hartman

**Featured:** *Easyriders*
August 1996
**Owner:** Michael Pugliese
**City:** Staten Island, N.Y.
**Model:** 1996 Softail
**Builder:** Owner,
Harry Anagnostis
**Photo:** Mike Lichter

***Left*** **– Featured in:**
*Easyriders*
September 1996
**Owner:** Larissa and
John Daley
**City:** San Diego, Calif.
**Model:** 1996 FXR
**Builder:** Mike
Maldonado
**Photo:** John Wycoff



***Right*** **– Featured:**
*Easyriders* October 1996
**Owner:** Brad Castleberry
**City:** Summervile, S.C.
**Model:** 1993 Fat Boy
**Builder:** The Hot Rod Shop
**Photo:** Mike Lichter



**Featured:** *Easyriders*
November 1996
**Owner:** Kenny Price
**City:** Anaheim, Calif.
**Model:** 1996 Fat Boy
**Builder:** Donnie Smith,
Rob Roehl
**Photo:** John Wycoff

**Featured:** *Easyriders* December 1996
**Owner:** Wes Furrh
**City:** Bakersfield, Calif.
**Model:** 1992 Fat Boy
**Builder:** Owner, Bruce LeFevre
**Photo:** Mike Lichter, Raiko Hartman

***Left*** **– Featured:** *Easyriders* January 1997
**Owner:** Agus Sembado
**City:** Anaheim, Calif.
**Model:** 1996 Softail
**Builder:** Big Daddy Drew, John Ryals
**Photo:** Steven Gunn

***Right*** **– Featured:** *Easyriders* February 1997
**Owner:** Mike Lisandro
**City:** Sherman Oaks, Calif.
**Model:** 1996 Softail
**Builder:** Owner
**Photo:** Raiko Hartman

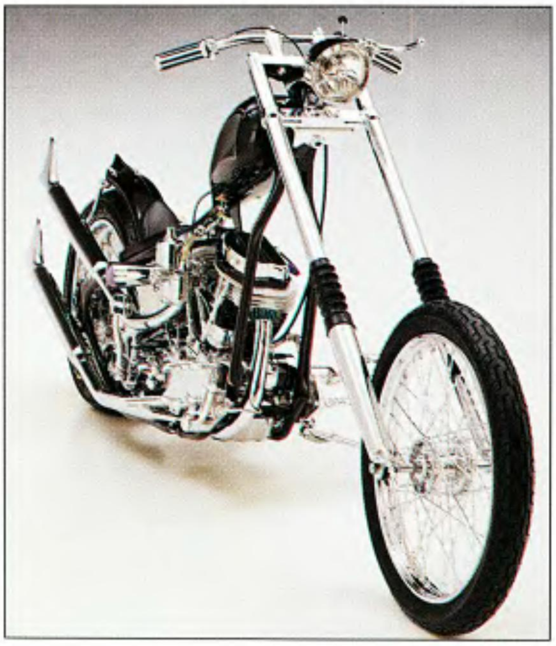
***Left*** **– Featured:** *Easyriders* March 1997
**Owner:** Dan Johnson
**City:** Clearwater, Fla.
**Model:** 1996 FXR Custom
**Builder:** Gary Areson Jr.
**Photo:** Mike Lichter

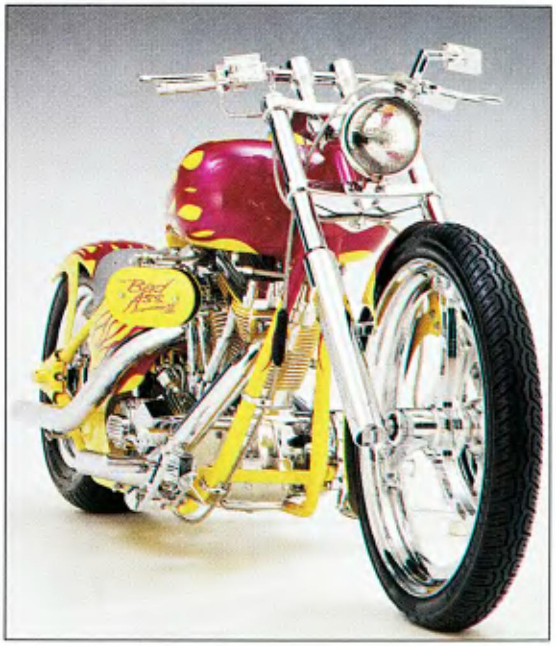
***Right*** **– Featured:** *Easyriders* April 1997
**Owner:** Don Medley
**City:** St Louis, Mo.
**Model:** 1996 Pat Kennedy Custom Chopper
**Builder:** Pat Kennedy
**Photo:** Steven Gunn

**Featured:** *Easyriders* May 1997
**Owner:** Robert Shade
**City:** Severna Park, Md.
**Model:** 1960 FLH
**Builder:** C&C Cycle
**Photo:** Mike Lichter

***Left* – Featured:** *Easyriders* June 1997
**Owner:** B. George
**City:** Los Angeles, Calif.
**Model:** 1948 FL
**Builder:** Casey's Cycle
**Photo:** Raiko Hartman

***Right*– Featured in:** *Easyriders* July 1997
**Owner:** Hector Sedano Jr.
**City:** Petaluma, Calif.
**Model:** 1997 Pro Street Digger
**Builder:** Owner, Willy Stryker
**Photo:** Raiko Hartman

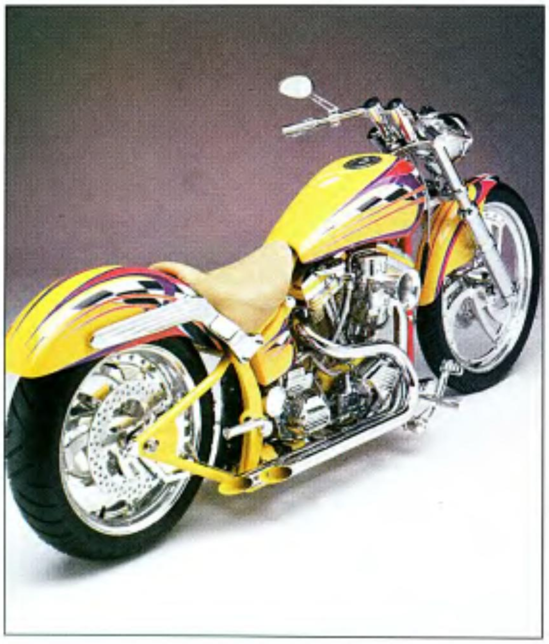




**Featured:** *Easyriders* August 1997
**Owner:** Mark Cohen
**City:** La Costa, Calif.
**Model:** 1996 Chopster
**Builder:** Owner
**Photo:** Raiko Hartman, Steven Gunn

*Left* – **Featured:**
*Easyriders*
September 1997
**Owner:** Larry Curik
**City:** Brecksville, Ohio
**Model:** 1997
Custom Rigid
**Builder:** Jeff, Steve,
Larry
**Photo:** Mike Lichter

*Right* – **Featured:**
*Easyriders* October 1997
**Owner:** Javier Bravo
**City:** Ft. Lauderdale, Fla.
**Model:** 1997 Wide
Drive Evo
**Builder:** Thunder Cycle
Designs, Eddie Trotta
**Photo:** Don Rogers



*Left* – **Featured:**
*Easyriders*
November 1997
**Owner:** Dean Henne
**City:** Bay Port, Mich.
**Model:** 1997 Softail
**Builder:** Owner, Beach
City Thunder
**Photo:** Mike Lichter

*Right*– **Featured in:**
*Easyriders*
December 1997
**Owner:** Stephen
Ragonese
**City:** Lawrence, Mass.
**Model:** 1995 FXST
**Builder:** Owner
**Photo:** Mike Lichter

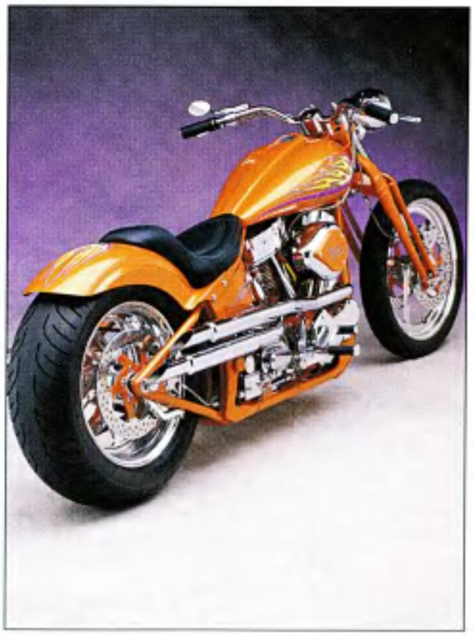
**Featured:** *Easyriders*
January 1998
**Owner:** Ken Smith
**City:** Lakeland, Fla.
**Model:** 1996 Softail
**Builder:** Thunder
Cycle Designs
**Photo:** Mike Lichter

**Featured:** *Easyriders* February 1998
**Owner:** Grady Pfeiffer, Howard Stubbins
**City:** South Bay, Calif.
**Model:** 1997 Rigid Rubbermount
**Builder:** Don Hotop
**Photo:** Jim Gianatsis

**Featured:** *Easyriders* March 1998
**Owner:** Chuck Ricker
**City:** San Marcos, Calif.
**Model:** 1996 Rigid
**Builder:** Owner, Anders Blomberg
**Photo:** Raiko Hartman

***Left*** **– Featured:** *Easyriders* April 1998
**Owner:** Roger Bourget
**City:** Phoenix, Ariz.
**Model:** 1998 BBW
**Builder:** Bourget Bike Works
**Photo:** Paul Martinez

***Right*** **– Featured:** *Easyriders* May 1998
**Owner:** Larry Page
**City:** Richmond, Va.
**Model:** 1997 '90s Pan
**Builder:** Donnie Smith, Rob Roehl
**Photo:** Mike Lichter



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Chrome Lower Legs..E-113.. $599.95
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# FOX HUNT

# JANUARY WINNER

Damn if you aren't pickin' some winners. Racy Tracy from south Florida is another in a line of fine females who kicks ass, as well as sends the hormone levels right off the Richter scale. This 20-something, svelte blonde is a native Nebraskan, blessed with typical Midwestern know-how and a sense of personal responsibility. Her diligence is reflected in the fact that she's kept a journal since she was six, resulting in a book of published poems. After graduating from the Fashion Institute in L.A., Tracy has plied the modeling trade for seven years. She now has six agents to keep her gorgeous face and shapely body in front of the camera. Hey, and get this, bros—Tracy's single ... with no kids! "I haven't found anyone who will put up with me," she says. Before ya start working your lines, beware: Tracy owns two ornery pit bulls. She also plays piano and acts, recently working with Matt Dillon on *What About Mary*. Eyeball her on page 92 with Ralph Usatorres' Shovel.

—*Loudmouth*

I was 19, and all I can remember is the throbbing of the Harley between my legs. It was better than a huge vibrator. Amber, Illinois—#601

It was on a '79 Shovelhead, the toughest bike I ever saw. At first, I felt fear, but the vibration eased my grip, and I gave in. Kristen, California—#602

My first ride was like being reborn. With the purr of the powerful engine and the wind whipping my hair, I felt totally free.
Chris, Pennsylvania—#603

It was a feeling of control I will never forget—always hard never soft, an intense feeling no man—or woman—can top!
Maria, Florida—#604

My first ride was awesome. I had a huge orgasm and wanted to stay in second gear and feel the vibrations. Ride hard!
Angel, Indiana—#605

A guy pulled up on his Harley and gave me a ride. I felt so sexy, I made him pull over so I could thank him properly.
Lacey, Louisiana—#606

# FOX HUNT

**Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!**

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. And, sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #300 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

**Here she is, bros, the February 1998 winner in our monthly Fox Hunt, Kelli, #201, from Lancaster, Pennsylvania. See more of her next issue.**

For this issue, you can start sending in your votes beginning May 1, 1998.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties will be May 31, 1998.

We will print the winner in the October 1998 issue.

---

**FOX HUNT**
**P.O. Box 3000,**
**Agoura Hills, CA**
**91376-3000**

**300**

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.
I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
I am _____ years of age, born ______________
I will pose Full Nude ______________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ______________________

***Don't forget to vote! These girls are depending on you!***

Send a photocopy of your picture I.D.that shows your signature and photo.

**In the space below, or on a separate page, tell the staff about your first ride on a Harley.**

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# CHARLOTTE '98

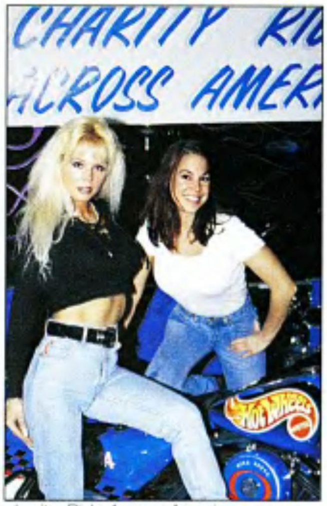
## 232 Bikes, 7,000 Spectators, One Worn Out Pair Of Corbin Boots!

The weatherman had us worried. Rain, snow, black ice, maybe a comet impact in the predictions. We landed at Charlotte, North Carolina's airport with inflatable rafts and Arctic parkas in place. But the storm clouds parted and the 1998 Charlotte *Easyriders* Bike Show turned out to be one of the biggest and best shows on record.

When you're the judge, entering the cavernous halls of the Charlotte Convention Center, and seeing the bikes lining up before the doors open, you thank your lucky stars that you spent the extra 12 bucks for the Dr. Scholl's heavy-duty insoles for your boots. Best estimates give 42 miles for the distance covered by this editor, walking back and forth, up and down the aisles and aisles of bikes to be judged, checked out, ogled, and inspected repeatedly as the 12-hour day nudged toward awards ceremony time ... not to mention visiting with the rows and rows of vendors who found themselves swamped with a record number of spectators.

After a few centuries doing this job, you develop fine-tuned gut impressions. It's kind of like love at first sight.

Spectators, 7,000-strong, enjoyed the wall-to-wall custom extravaganza, the '98 *Easyriders* Charlotte Show setting new records.



NASCAR racer Kyle Petty brought his bike and signed autographs. He hosts the annual charity, Ride Across America.

Shel Stover—*Easyriders* Calendar Girl.

Cliff Lynn brought seven bikes from Alabama, and left with three trophies.

The major mind bender at the event: Julio Fernandez' Cycle Concepts creation with its Bud Lite paint job by Sonny DePalma. The bike's display sported a pool of water, a croaking bull-frog, and an alligator. Coolest personal sled: Dickie Avant's 96-inch Kekk-motored custom. Ultimate Rush bike: The 105-inch super-charged pavement pounder, built and owned by Click Baldwin of Carolina Harley-Davidson. Check the list to see if our ESP was dialed in.

The sheer number and incredible quality of the show bikes made judging, by both officials and spectators, a nerve-wracking affair ... so many bikes, not enough trophies. So what the hell, we made up a couple ... like Best Traditional Chopper going to Warren Lane up from Melboure, Florida, with his brother on another cool sled both had built in their back yard. We also switched the Display Award from the Judged section to the Spectator section because the Best of Show Spectator First Place winner, a '96 Fat Boy owned by George Kirby of Charlotte, featured an elaborate lagoon filled with live Koi fish, by Heavenly Pond.

Helpful hint: Displays make a big impact, especially for the Spectator Class. When the spectators picked their favorite bikes by voting on ballots, it's safe to say the display factor played a major role. We saw some outstanding bikes that barely got a nod, probably due to their lack of any display. It's a sad fact, but packaging does count.

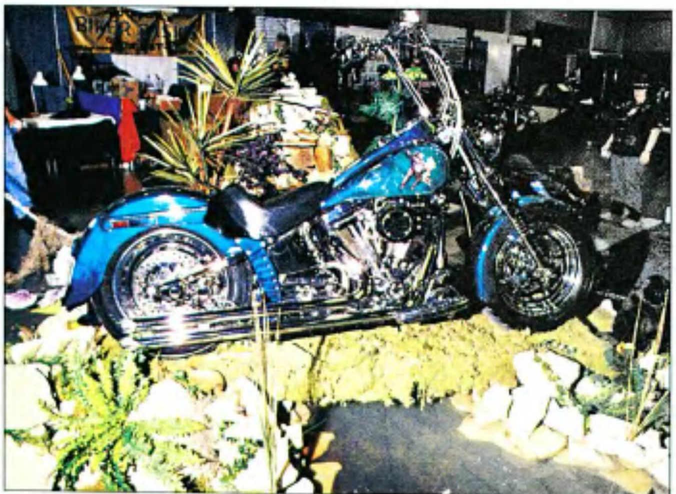
Competition was stiff in →

Gene Farrell's "The Money Pit" custom gleamer won Best Chrome Award.

Warren Lane's Best Traditional Chopper, a '47, was built for about $8,000.

Steve Deese's mellow yellow bike won Best Engine Treatment.

Billy Dixon's custom won Best Drive-Line Treatment.


George Kirby had live koi fish around his bike. Guess who won Best Display Award?

Best Innovational Design went to Dan Heath's super-cool trike.

the Calendar Girl event, but in the final voting after three rounds of beautiful ladies, Miss Shel Stover took top honors, and was photographed for the *Easyriders* Calendar by ace photog Michael Lichter, who worked through the night shooting features you'll see in upcoming issues.

By award time, we were all a bit beat, but things perked up as the well-earned awards were announced. The lucky Best of Show winners not only took home bitchin' trophies, they also were invited to the Columbus *Easyriders* Bike Show, the finale of the series, where they and their bikes would collect $1,000 in cash, plus have a chance at winning thousands more. The top bike takes $5,000. In addition, several nominees were selected for the new Vique Awards, akin to the Academy Awards of the custom bike world, which are announced at the *VQ* Bikers Ball during Bike Week in Florida.

With 7,000 people filling the hall, you meet some memorable people, too many to mention in this article or a dozen of them. We say special thanks to Lee Dart and Leon Hatcher for their judging input, to Sonny Moorman and the Dogs Group for the rocking tunes, Bruce Henderson for emceeing the show, Redneck Racing for building the coolest part we saw at the show, to Dick Stafford and Andy Schmidt at *Easyriders* of Charlotte for their support and fun party, to NASCAR legend Kyle Petty for adding to the excitement, Judge Arthur Kafrissen from Philadelphia who brought

*Easyriders* Roadware fashions shown to their best!

Joanne of Charlotte's Crazy Horse Custom Paint on her own Sporty ride.

The Faulks brought their beauty up from Conway, S.C.

Billy Lane's slammed bike was built in his back yard in Florida.

Love that log pipe! Out of Monroe, N.C., bike belongs to Big Max Trucking.

Tommy Green's custom cruiser by Departure Bike Works sports a Corbin bagger package.

two sharp Perewitz bikes, to Dan Heath for his ultra-trick trike, to the lovely Cheryl Culnon for adding a beautiful rose of a bike to the show, to Frank Carlson for being a true biker, and to the Luster Lace people for their special trophy which went to Alabama's Cliff Lynn for his incredible collection of seven classic bikes.

Thanks Charlotte. See you next year. —*Paul Garson*

Radical "2-Chop" by Milwaukee Iron.

Buell S2 Thunderbolt by Kelly Edmonson.

Cheryl Culnon's winning Sportster.

Photos: Paul Shermer

## Charlotte, NC, Bike Show 1998 Winners List

**Best Of Show**

**1st** ................George Kirby
Newell, NC
1996 Fat Boy

**2nd** ..........Stephen Phillips
Defiance, OH
1997 rigid Shovelhead

**3rd** ..........Richard Shwartz
Pompton Lakes, NJ
1950 Panhead

**Best Display**
George Kirby
Newell, NC
1996 Fat Boy

***Easyriders* Magazine**

**1st** ....................Bob Boltz
China Grove, NC
1989 FXSTC

**2nd** ................Paul Mulkey
Wadmalaw, SC
1987 Sportster

**3rd**............Robert Wimmer
Daleville, VA
1998 Chopper

***Early-Riders* Magazine**

**1st** ....................Bob Baker
Crofton, MD
1965 FL

**2nd** ................Clifford Lynn
Valley, AL
1941 FL Knucklehead

**3rd** ................Clifford Lynn
Valley, AL
1965 Panhead FLH

***Quick Throttle* Magazine**

**1st** ..............Bret Bestpitch
Annapolis, MD
1991 Sportster

**2nd**................Earl Calhoun
Gastonia, NC
1997 Top Fuel

**3rd** ..............Donald Baker
Raleigh, NC
1997 Pro-Street FXR

***Biker* Magazine**

**1st** ..............Cecil Seaman
Washington Court
House, OH
1981 Rat

**2nd** ................Brad Barrett
Kannapolis, NC
1988 Sportster

**3rd** ............Guy Owellette/
Morton's Custom Cycle
Concord, NC
1994 Sportster

***In The Wind* Magazine**

**1st** ................John Adams
Charlotte, NC
1998 Fat Boy

**2nd**................John Puskar
Maple Heights, OH
1990 FSP

**3rd** ..............Cheryl Culnon
Wake Forest, NC
1997 Chopper

***VQ* Magazine**

**1st** ..............Doug Morton/
Morton's Custom Cycle
Concord, NC
1996 Custom Softail

**2nd** ............Dave Morrison
Trevose, PA
1994 Heritage Softail

**3rd**....................L.C. Lynch
Monroe, NC
1995 Road King

**Judged Classes**

**Best Radical Custom**
Cycle Concepts, Inc.
Miami, FL
1992 Softail

**Best Street Custom**
Dick Avant
Walterboro, SC
1998 Evolution Custom

**Best Specialty**
Click Baldwin
Gastonia, NC
1998 Pro-Street Custom

**Best Design**
Dick Avant
Walterboro, SC
1998 Evolution Custom

**Best Machine Fabrication**
Click Baldwin
Gastonia, NC
1998 Pro-Street Custom

**Best Chassis**
Ronnie Pearson
Lyman, SC
1997 H-D Artis

**Best Innovational Concept**
Daniel Heath
Ambler, PA
1996 Custom Trike

**Best Sheet Metal Fabrication**
Cycle Concepts, Inc.
Miami, FL
1964 Gen./Shovel

**Best Graphics**
John Harris/
The Biker Barn
Middlesex, NC
1995 Custom

**Best Chrome**
Eugene Farrell
Gastonia, NC
1996 Heritage Softail

**Best Engine Treatment**
Steve Deese
Charlotte, NC
1979 FXE

**Best Drive-Line Treatment**
Billy Dixon
Church Hill, TN
1997 Softail

I don't know about you, but I've always had this problem with words, such as "prehistory." What exactly does it mean? That there was a history before there was a history? It's kinda like comedian George Carlin talking about preboarding a plane: "Boarding before you board ... how do you do that?" It seems to be sort of an oxymoron, a word or term that usually consists of two or more parts (or words) mutually excluding each other to give you a nonsensical term (yes, like

# PREHISTORIC PAVEMENT POUNDER

## A Bike With A History Before This Story…

the much beloved and often cited "military intelligence").

But the term "prehistoric" makes nothing but sense with this wild looking '64 Shovelhead, particularly if you're talking about the documented kind of history. As it turns out, this lovely sled, upon which our equally lovely (albeit less dressed up) January Fox Hunt winner, Tracy, demonstrates her athletic abilities, is no newcomer to us here at the staff. In fact, it has graced the pages of one of our fine publications just about two years ago. Because of that, it serves as sort of an exercise in illustrating just how quickly and how thoroughly a bike can change not only owners, but its entire being: parts, style, look, and attitude.

After Brian Gifford, its pre-previous owner, had turned it into a razor sharp Shovel, Billie Craker, the owner of Cycle Concepts in Miami, bought it, tore it to pieces and turned it into what you see here. What had taken Brian some three years to put together by himself, was taken apart by Billie and his crew and rebuilt in only 16 weeks.

Easyriders

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CYCLE CONCEPTS

While the mill remained largely the same, some items were exchanged, such as the cam, the carb, and the heads (from stock), among other things. As far as the chassis goes, the frame now has two degrees more rake and was stretched another inch to 3 inches, while the forks were stretched 2 inches back to stock length.

But the most obvious changes have come in

the sheet metal and painting departments. What used to be a fairly straight-on approach in terms of fenders, gas tanks, and candy apple red lacquer, with some comparatively simple scallop-like graphics, has evolved into this Ness-fendered, stretch-tanked, and far-out painted flamed flier.

The bike was built entirely according to Billie's own specifications and tastes. But shortly after it was done, its present owner, Ralph Usatorres, happened to come by and had to have it. Now, we don't know much about Ralph, except that he couldn't have been too worried about doling out the cash, because during its metamorphosis, the bike not only obtained a completely, 180-degrees-away different look, it also more than doubled in value (must be those expensive Ness tail draggers).

And speaking of expensive: Tracy here holds a marketing degree, but →

CYCLE CONCEPTS

earns her keep by modeling and acting. In fact, she's currently working on a movie with Cameron Diaz and Matt Dillon, which is being filmed in Miami. What's it about? Hey, with a body like that, who cares? Besides, just by being in here, Tracy has already made prehistory.

—*Red Baron*

*P.S.: In case you can't figure out just where you might have seen this sharp-looking sled before, check out the "Razor Sharp Shovel" on page 7 of Biker #135 (May 1996).*

**Owner:** Ralph Usatorres
**City:** Miami, Florida

**General**
Fabrication: Cycle Concepts (Tin Man & Rick Dick)
Year/make: 1964 H-D
Model: Shovelhead
Assembly: Cycle Concepts
Chroming: Atlantic Coast Plating

**Engine**
Year/model: 1964 Generator Shovel
Rebuilder: Limo, Cycle Concepts
Ignition: Crane
Displacement: 80 cubic inches
Lower end: S&S
Pistons: JE
Cases: H-D
Heads: STD
Cam: Crane
Carb(s): S&S
Pipes: Cycle Concepts
Modifications: Balancing by Limo, Cycle Concepts, JIMS lifters

**Transmission**
Year: 1964
Modifications: all Andrews gears

**Paint**
Molding: Mad Art
Painter: Sonny DePalma
Color/type: pearl white, flames/lacquer
Special paint: skulls on tank and fenders

**Frame**
Year: 1995
Type: straight leg
Builder: Paughco
Modifications: 38-degree rake, 3-inch stretch, painted

**Accessories**
Bars: Flanders
Handlebar controls: Ness
Fender(s): Ness
Headlight: Ness
Taillight: Ness
Dash: devilish
Pegs: Billet Concepts
Foot controls: Billet Concepts
Gas tank: Cycle Concepts
Oil tank: Cycle Concepts
Seat: Clint's Custom Trim Shop
Mirrors: none
Grips: Ness

**Forks**
Type: wide glide
Builder: H-D
Modifications: polished

**Wheels**

**Front**
Type: Wild Works
Size: 21-inch
Tire: Dunlop
Brake: Performance Machine

**Rear**
Type: Wild Works
Size: 16-inch
Tire: Dunlop
Brake: Performance Machine

**Photos:** Don Rogers

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**Stock #:** 211 **Model:** FLHS **Engine:** 1340 **Color:** Brown
*(Available at Columbus Easyriders)*

**1988 HARLEY-DAVIDSON**
**Stock #** UM202 **Model:** XL8 **Color:** Blue **Mileage:** 18,638
*(Available at Columbus Easyriders)*

**1952 HARLEY-DAVIDSON**
**Stock #:** UM188 **Model:** FLH Stroker **Color:** Blue Custom
*(Available at Columbus Easyriders)*

**1992 HARLEY-DAVIDSON**
**Stock #:** UM216 **Model:** FXRS **Mileage:** 1340 **Color:** Black with flames
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**1978 HARLEY-DAVIDSON**
**Stock #:** UM182 **Model:** FLH **Color:** Blk/Purple Flame **Mileage:** 7250
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**1982 HARLEY-DAVIDSON**
**Stock #** UM183 **Model:** FXDWG **Color:** Dark Red **Mileage:** 12,220

**1997 HARLEY-DAVIDSON**
**Stock #:** UM215 **Model:** XL8 **Engine:** 883 **Mileage:** 2560 **Color:** Red

**1953 INDIAN CHIEF**
**Stock #:** 2000 with side car **Mileage:** 30
Has won numerous first place trophies.
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**1994 HARLEY ANNIHILATOR**
**Stock #:** UM1500 **Model:** Turbo Custom **Engine:** 80ci – 117 H.P. **Mileage:** 173 **Color:** Yellow/Purple
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**1993 HARLEY-DAVIDSON**
**Stock #:** UM212 **Model:** FLSTF **Engine:** 1340 **Color:** Black

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**Stock #:** UM144 **Model:** FXR **Engine:** 80ci shovel **Mileage:** 37,334

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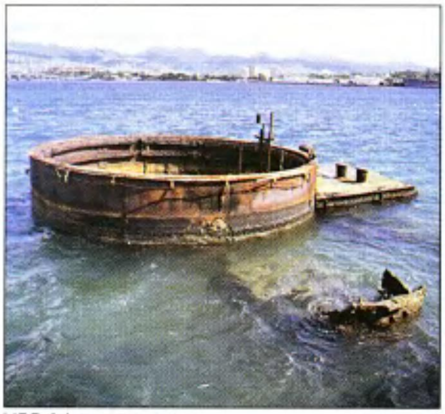
# HAWAIIAN HOLIDAY

The National Cemetery of the Pacific.


USS Arizona gun turret.

Waikiki at night.

Sheraton hula dancers.

Shake it, baby. Shake it.

Need I say more?

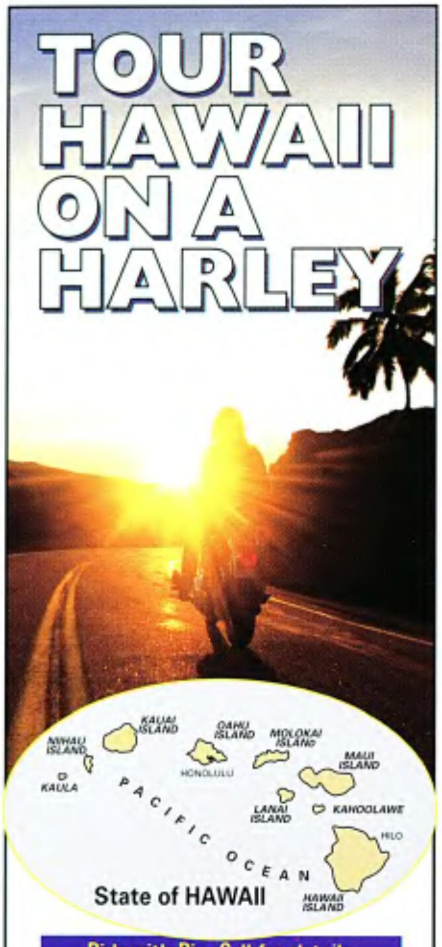
Cooking up some tasty steaks at Ewa Beach.

Howdy, folks. Here we go again. This time we're coming to ya from beautiful Hawaii. Those of you who haven't been there owe it to yourself to check it out. I've had the pleasure of going there a half dozen times and have enjoyed every second of it. Even riding in rainstorms is fun, to say nothing of the great scenery. At every turn there is something great to scope out. The beaches, the mountains, the landscape, are all wonders to behold. God surely blessed this great land. I dig it the most, and the people who live there are also great. I'm talking about the bike riders, now, since I don't know about anyone else who lives in those parts.

What brought me here this time was an invitation from the newly formed Hawaiian All-Harley Drag Racing Association, headed up by Dan Silvestri, better known as Mr. Frito. And, no, he isn't a Bandido MC patch-holder, in case your wondering. You'll have to ask him yourself where the nickname came from, because I don't really care. He's a pal I met many years ago at a dragstrip somewhere back East, maybe at Atco, New Jersey. I can't remember.

Anyway, I had a great time and was treated super special. *Mahalo* goes out to all my Hawaiian brothers and sisters who were so kind and helpful to this *haole.* I even got to send Baby, my FLHS, over to ride on the 23rd Annual Toys for Tots run put on by Street Bikers United (SBU). Rogers Trucking took care of all the details, and they did a good job; there was nary a scratch on her. They made sure that she was loaded into the same sea container the drag racing bikes were in. It was a great day for the event, and the turnout was fantastic. Street Bikers United are the principals who have fought long and hard on the helmet issue to allow freedom of choice for the island riders. Freedom is something we here in California don't enjoy—I'm envious.

Before I go any further, I guess I should start at the beginning, Monday, December 1, when my favorite redhead and I landed in Oahu. Before we even got out of the parking lot at the airport I was shucking my clothes, trying to blend in as a native. It was a beautiful, warm, sunny day. That evening we checked in at the Hobron Outrigger →

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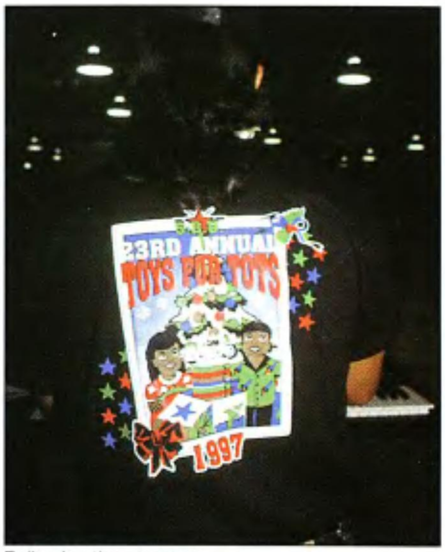
Nice-looking couple at Kapiolani.



Delivering the message.

Rip's Run riders in Oahu.

Our brothers and sisters from Tokyo, Japan.

in Honolulu. We had a fabulous view of Diamond Head from our 42nd floor hotel room.

The next day, we jumped on an island-hopping plane to visit Charlie Silva and his wife, Sylvia, in Maui, whom I wrote about a couple of issues back when I came over to support the Maui Cancer Center (Rip's Run #298). We had scattered showers that day. My partner and I got to spend that night at the Bardol Estate, which had a breathtaking view of the valley below. They had a large picture window next to a neat old bathtub, which I occupied in the dark, scoping the city lights below, till the water got cold.

While there, we went by Bob "Bobaloo" Benavides' pad to pay him a visit. He's an old pal who works with David Crosby when David goes on tour. Bobaloo cooked us one helluva fine Mexican meal that evening. He lives in Maui during the off-season and works in a nursery that grows exotic Protea plants. It is the only other place in the world besides Africa where these plants can grow. They are bad-ass and heavy to tote around. My partner discovered that the airlines won't give ya a hard time about hauling them home, because she just had to have some. I guess it's a woman thing. Charlie missed out on the deluxe grub because he was playing Santa Claus down at the Borders book store. But Sylvia came by with their kids and ate with us.

The next day we flew over to the big island of Hawaii to visit Leroy and Patti, a couple of friends who live there. It rained off and on all day. We had been to their place a few years back when I went to cover a bike rodeo sponsored by Leroy's old club (Lineriders MC). Patti manages a cutlery store in Kailua-Kona called Ironstone Distinctive Bladeware. They specialize in Spyderco and carry the full line as well as other name brands. They are extremely popular with local chefs, fishermen, bikers, housewives, or anyone else in need of a sharp cutting tool. Leroy and Patti are great folks and fun to be around. I met Leroy many years ago when he managed a biker bar in Berdoo. It would be hard to pry him off of that rock nowadays—can't say as I blame him.

Thursday, December 4, found us back in Honolulu where we saw a Polynesian revue at the Sheraton Princess Kaiulani Hotel. Let me tell ya, they had some beautiful women on the stage that evening. The crowd had beaucoup Nippon tourists on hand, also. I was simply amazed at how quickly the master of ceremonies could switch back and forth from

English to Japanese; the dude had it down. Of course, what do I know about speaking Japanese? He could have been telling jokes about us for all I knew. But seriously, everyone looked like they were enjoying themselves. I know I certainly did. And for me, personally, I got to learn a bit about their culture and history, to say nothing about the great-looking females dancing around the stage that night.

Later that evening a group of us went to the Nashville Waikiki to see some fine dancing and to listen to some country sounds. They have a good size dance floor and instructors to lend ya a hand, if you're in the mood to, say, cut a rug. Boy, where did that come from? I dug catching the Japanese tourists trying their hands or, rather, feet at something we take for granted. I don't know if I would be that brave if the shoe were on the other foot.

It had been showering on and off all day. It wasn't a cold rain, nor was it steady. It was more of a brief shower. The natives call it a blessing from God, and I have to agree because that's what keeps everything around there green and blooming.

The next day, I picked up Baby at South Seas Harley-Davidson and we went on a ride to a very special place. I'm talking about the sacred waters of →

United States Marine Corps. band.

Harley-riding Santa.

AHDRA gang in Oahu.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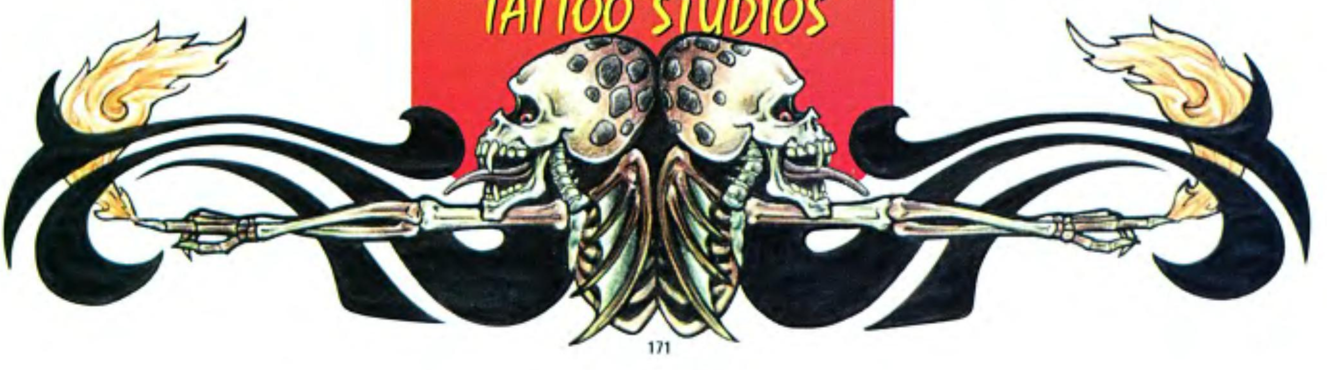

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Big Kahunas.

Toy collecting jarheads.

Pearl Harbor where the USS Arizona went down, with more than 1,177 crew members on board, December 7, 1941. It's called The National Cemetery of the Pacific. Although I'd been to Hawaii several times, I had never visited the memorial until now. You go out on a boat to the spot where the ship went down, the shuttle boat ride is free going and coming. It's run by the National Park Service, a branch of the U.S. Department of the Interior. The memorial has come to commemorate all military personnel killed that day during the sneak attack on Pearl Harbor. They have a visitors center, bookstore, and museum. Before getting on board the shuttle boat, the Park Service shows a 20-minute documentary film on the attack. If you ever get the chance to go there, do it, because it's a very important part of our nation's history. After 50-plus years you still see globs of oil bubbling up to the surface of the water, as if to say, "Don't forget us." There is also a WWII-era sub next door, which you can walk through and see how they operated.

Later that day we were treated to dinner by the Aliis of Hawaii, Stateside MC, at the Sheraton Moana Surfrider in Waikiki. Thanks go out to Maka,

Supporting the Street Bikers United 23rd Annual Toys For Tots.

Jester's MC drag racing team.

Dwight Kau, and all the brothers and sisters we met there that day. A finer group of folks you can't find anywhere. After dinner I took a group photo. Later that evening we went to a bike show in Honolulu hosted by the Koa Puna MC. There were many good-looking putts on hand for us to view. Jim "Da Judge" McClure and Robert "Ziggy" Stewart had their T/F rockets on display. Many folks on the island had never seen one of these units other than on the pages of *Quick Throttle*. Jimmy and Ziggy had come to Hawaii to entertain those interested in all-Harley drag racing. They talked to the folks, gave handouts with their picture on them, and signed autographs. It was a fun evening. We saw many interesting Hawaiian-style scooters and visited with some fine folks.

The next day, Dec. 6, Saturday, a group of us met early at a local restaurant and formed a pack to ride around the island. It rained most of the way, but it really wasn't shit—just a pissy ass drizzle, not a downpour by any stretch of the imagination. Riding along with us were a few Mo'opuna O'Hawaii patches, and I also remember seeing a Sons of Hawaii rag. We ended up in Hau Bush at Ewa Beach, Oahu, at the 5th annual Koa Puna MC Hoo'laulea party. I saw a banner that read: "The gathering of Iron Warriors." The price of admission was 10 bucks a head, pre-sale with meal, or $12 the day of, at the gate. Parking was $2 for cars and trucks; bike parking was free. The food was excellent, the company was spectacular, and the entertainment was grand. They had a variety of musical entertainment all day, a people's choice bike show, several hula dance groups varying in ages, and a kick ass Miss Koa Puna Bikini Contest. Ya couldn't ask for much more than that. A big thanks goes out to Eli Langley, president of Koa Puna MC, and all his people who showed me a lot that day. Ya know, folks, I never saw one fight nor heard one angry word toward anyone. They all seemed to get along beautifully—no jealousy, no bickering, no bullshit.

That afternoon and evening we attended Winterfest '97 presented by Hawaiian AHDRA. These drag races were conducted at Hawaii Raceway Park. In attendance from the mainland, as I mentioned earlier, were McClure and Stewart. They were the feature attraction, and they tried to please the crowd as much as they could with giant, smoky, smelly, →


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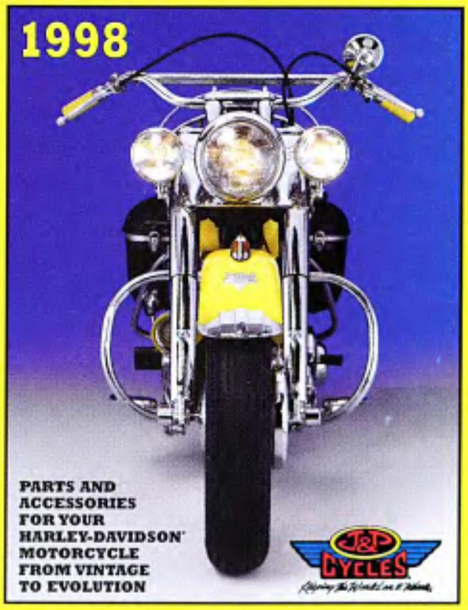


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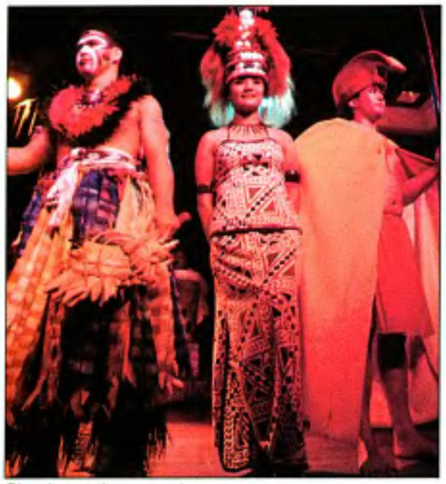
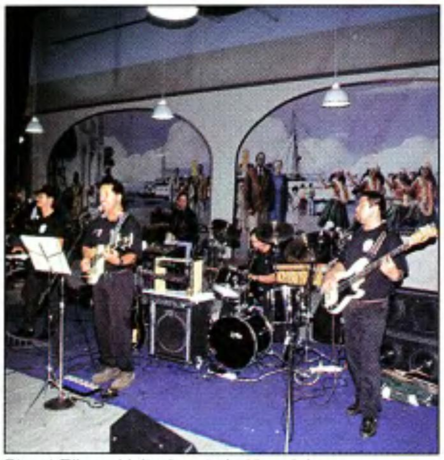


Check out these costumes.

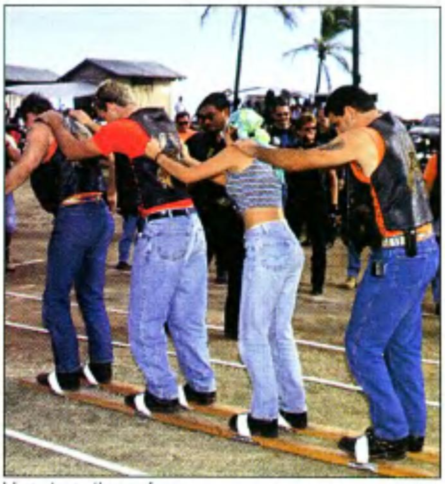


Street Bikers United party in Honolulu.

burnouts. They did a pair of side-by-side launches with Jimmy getting the better of Ziggy on the second pass when the Zigmaster's engine went away. Jimmy came back out and did a solo pass, just because he wanted to and because he was able to. Those of us who follow the AHDRA circuit know that Jim was sidelined toward the end of last year's season due to his engine blowing up on him at a race in Georgia, which put him in the hospital for several weeks. It was sure good to see him blast down the track for the first time since that accident. We love ya, Jimmy. Keep the rubber side down. There was also plenty of action from many of the local Gas Class racers.

It was raining off and on all evening toward the big end of the track. If I were in charge, I would not have let anyone race until I got a good weather report, but that's only my opinion, for what it's worth. Hawaii gets so much rain the natives don't give it much thought. However, safety is my paramount concern.

The SBU Toy for Tots ride the next day was tits. We got to be near the front and wave at everyone on the sidewalk en route. I was happy as could be—just being there. I will have to say that I did find it strange listening to Christmas carols when the weather



Hup, two, three, four.

outside was constantly in the mid-70s. Life's a bitch and then ya die.

Before I sign off I wanna acknowledge a few hardworking individuals. Number one is Steve Spiegel from South Seas Harley-Davidson. Without them it would have been tough. We all want to see the sport grow—thanks for the support. Buy a T-shirt from these guys. And *numero* two are Brian and Missy from Vicious Cycle, who put up with us. You guys are the greatest.

Until next time month, see ya.

—*Rip*

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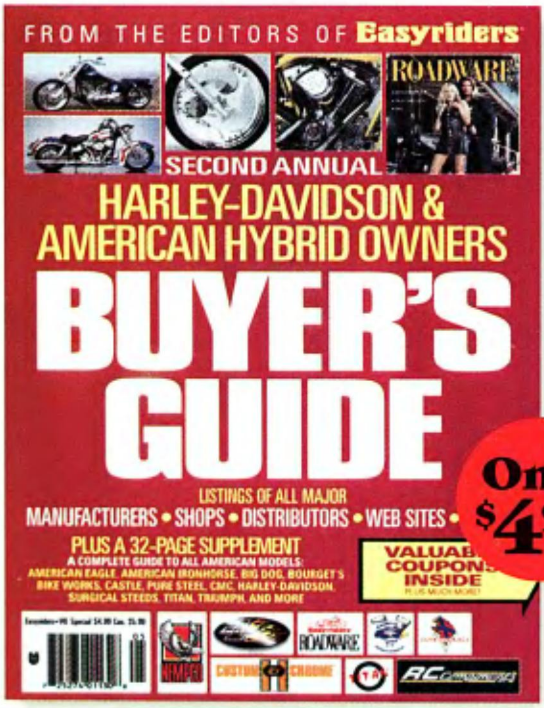


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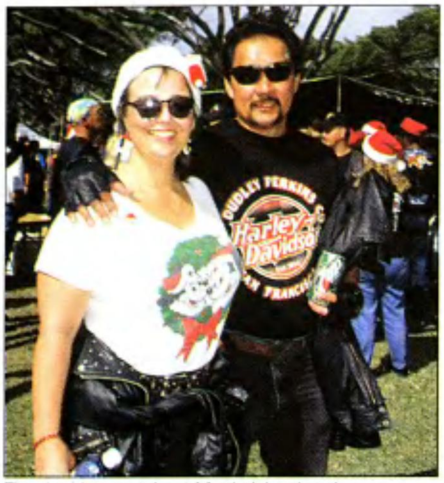

Fine-looking couple at Magic Island park.

Principal Hawaiian AHDRA sponsors.

Photos: Rip

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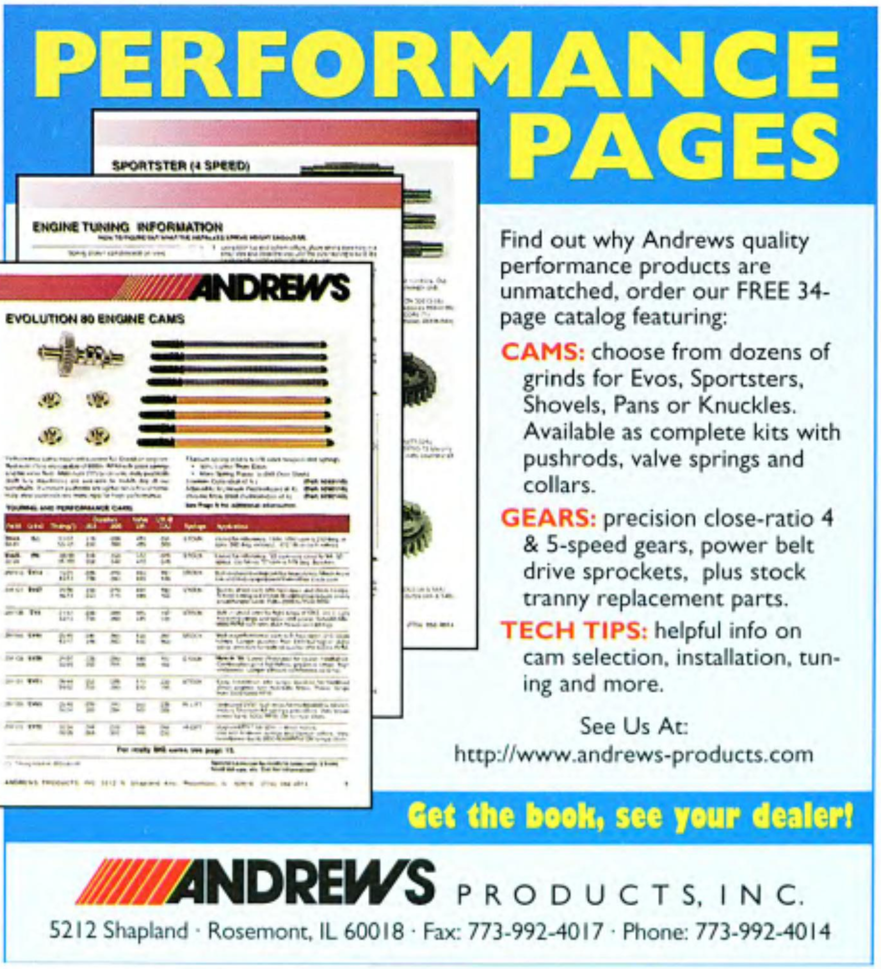

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# BEHIND THE SCENES

The 300th issue, man, who'da thought that 27 years later we'd still be burnin' the midnight oil, puttin' this rag out. Well, we are, and for this landmark issue we thought we'd take ya behind the scenes to give ya an up-close-and-personal look at just what it takes to put together the killer cover that wraps around this ode to biker journalism.

The first, and most important, decision is who's going to go on the shoot. A tough job. It requires an artistic eye, good people skills, and an ability to understand lighting and composition. We generally settle it with a fist fight.

I'm not sure if the drinking or the →

Christa, Andrea, and Cleo, not too sure about all of this.

Whatta we got here?

This'll wake the dead

Peek-a-Bandit.

fight started first, but when the dust settled, there were three of us left—Bandit, me, and our graphics director, Gil Luna, who'd been out in the hallway making side bets. Anyhow, we finished the beer, put on a few band-aids, saddled up, and headed for Hollywood.

We got to the photo studio/bondage parlor to find our photog, Steve Gunn, sitting on an old bathtub, smokin' a butt and wonderin' where his number three honey, the Hungarian, was. Number one and two were in gettin' their makeup done.

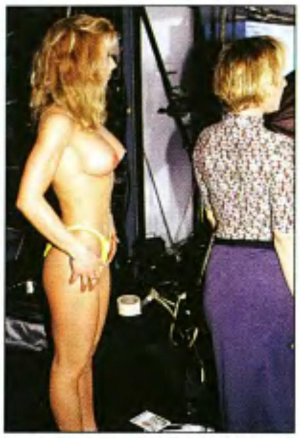
Well, Bandit laid down in a truck bed for some shut-eye, I was shootin' dice in the alley with a couple of the locals, and Gil was gettin' an explanation of the whips and chains from the studio guy, Hal Gotho. Pretty soon Cleo, one of our lovely models, wandered out from makeup and wanted to know where all the action was. Bandit just grunted and didn't move. She was joined by Christa, our second hardbelly, in the parking lot and they decided to raise Bandit from the dead. It was either that or stay inside and listen to the Hungarian complain.

Christa was gettin' a little rise outta Bandit when Cleo felt she had to take matters into her own hands. One flash and Bandit was outta the truck bed and payin' attention. The local dice hustlers had cleaned me out and Gil had a pretty good understanding of what all the pulleys were for, so we kicked Gunn off the bathtub and tried to get started. I don't know if it was too much Jack Daniel's or if Christa, Cleo, and the hotheaded Hungarian were just too much fun, but things took a while to

Gimme a break!

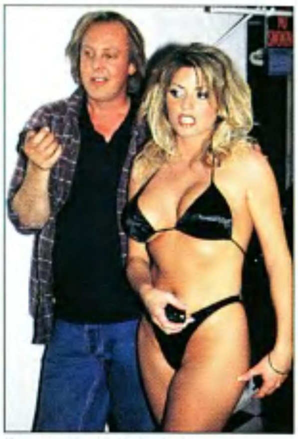
get started. When we finally got down to business, and after 10 "tough" hours, we got the shot we were looking for and the day was a wrap. Bandit and I hopped on our rides, shouted "Later" over our shoulders and headed for the bar and a well-deserved Jack. Oh, yeah, the last time we saw Gil he was following the Hungarian around with a pair of handcuffs!

—*Oz*



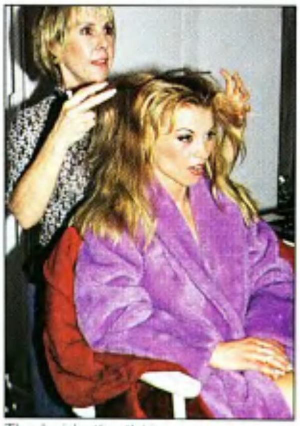
Can we do me one more time?

A serious moment.



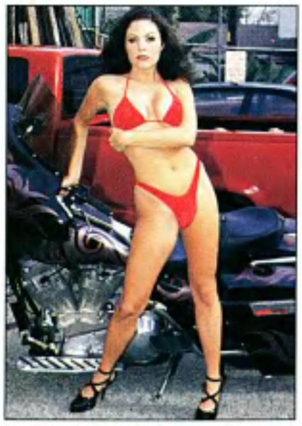
I'm not that kind of girl.

Vanna never turned letters like this.



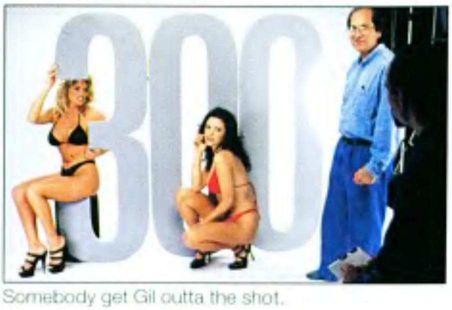
The hair's the thing.

Nice curves.



Lady in (not much) red.

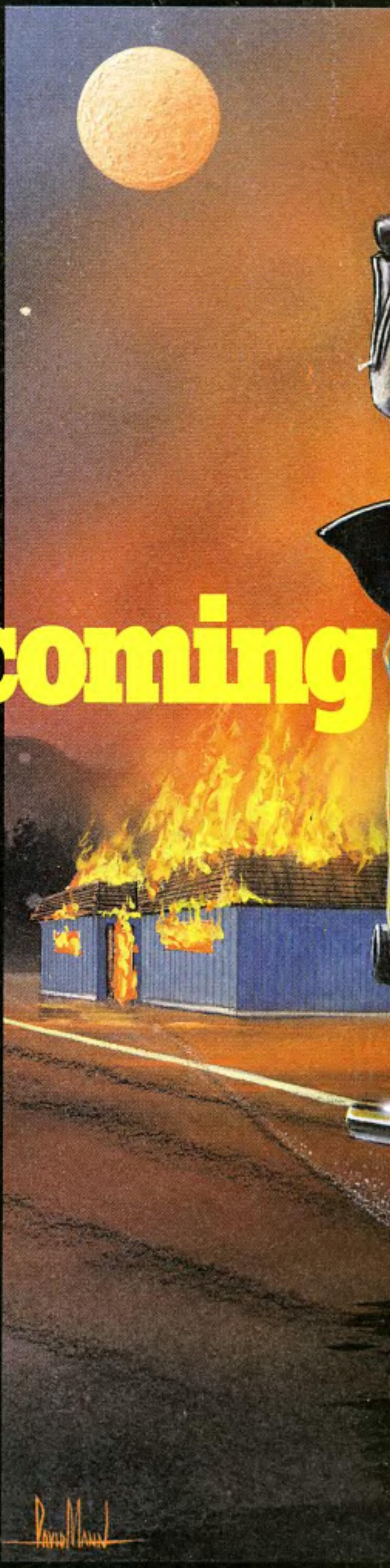
Pleeze, Mr. Bandit.



Somebody get Gil outta the shot.

# Homecoming

FICTION BY TEACHER



"Chicken?"

"What'd you call me?" I snapped out of my daze and blinked up at the waitress. The mixture of fear and menace in my voice was obvious to everybody at the table.

"I said," she repeated, unintimidated, "do you want chicken, it's the special."

"Uh, yeah," I stammered, "yeah, that's fine."

She glanced around at the other silent faces, then back at me, snarled and left.

Every stiff at the table was watching me. "Boy," I shrugged at the suits, dudes, business associates, assholes, whatever you call the people you have to work with everyday to make a living, "she must've gotten up on the side of the bed that's slid against the wall." Sometimes I'm amazed how stupid I can sound.

Two or three of the guys made some kind of reply and went back to whatever meaningless conversations they were having. Sitting there, I tried to shake the cobwebs outta my noggin and figure out what was going on. I'd been all screwed up for the past month or so and didn't know why. And that's a damn lie! I know exactly what the problem is.

It all started about a million miles, two bad marriages, and a lifetime ago. I'd had a pretty shitty start in this world. Nobody else's fault, just mine. My folks had done the best they could. I'd just always taken the long way home. By the time other kids my age were graduating from high school, I'd already walked away from a home for juvenile delinquents, landed a ball-bustin' job in the coal mines, and was living with a burned-out stripper almost twice my age.

One of my first major purchases with all that loose money was a ratted out chopper. It was long, low, and lean, and about six different crappy colors. During one of the countless trips to the shop to keep that ragamuffin running, I ran into a righteous bro about my own age named Pony. I liked him right off. He was a straight shooter, a top-notch wrench, and told great jokes. He was as big and strong as a horse and had a wild, blond ponytail that seemed to drive the women nuts. Hence, his club name. One other thing, he was wicked with a knife or anything else that had an edge on it. He saved my grits more than once. It was through Pony that I was introduced to the Dog Pound MC and all its members. The Pound's clubhouse was actually a small roadside bar up in the foothills above town. Maybe at one time, before the interstate had chewed its way through the land, the bar had a better name and clientele. But now, with only local traffic, the bar accepted whatever customer was ballsy enough to walk in.

The president of the club, Daggett, was all skeletal meanness. The number of members ran from about a dozen up to about 18, depending on who was in jail or had gotten snuffed. An odd mixture of one-percenters, none of them trusted their fellow bros or were even friends. Before long I'd become a prospect and somehow endured all the bullshit those clowns dished out. I gained the respect of some of the members and made some enemies, too—one of which was the president. The average time to be a prospect was generally six months, but could go on forever if Daggett was enjoying himself. He didn't like me, that much was clear. Even Pony joked that my initiation was worse than anyone else's—that's how I got my handle, "Dancer."

Roughly eight months into this hell, Pony dropped by my crib. Daggett had sent him to say my final "task" would be handed to me that night. There was something in Pony's voice that made those little hairs on the back of my neck stand up and walk around. I searched his eyes for something.

"Ya know," he said, looking away, "ya don't hafta do this. Why don't you just stay home tonight. I'll tell the boys you've changed your mind about joining."

"Fuck no! Not after all I've been through." My voice was louder than I meant it to be. "I'll be there."

"You oughtta ride out tonight and not stop," Pony said, clearing his throat and trying to smile. "There's a big ol' world out there." He was doing his best to save me.

"Hey," I said, slapping my hands together. "Let's both split. We're always talking about riding west till we hit the ocean ... whaddaya say?"

Pony just shook his head. "I can't go. The Dog Pound is the only family I've ever known. It used to be a good club. Things were different then."

"Tell Daggett I'll be along shortly." I popped him on the shoulder. Pony just nodded, turned, and was gone. I listened to his Pan fire up and slowly fade away. I wondered what I was about to step into.

When I arrived at the bar, everyone was wired, jumpy, and staring straight at me. Finally, after a long, long night of waiting and partying, Daggett motioned for the front door to be closed and locked, from the inside. The jukebox died mid-song, the women vanished, and Red, the owner-bartender, found something to do in the back room. I'd already decided I'd be so drunk when the time came I wouldn't care what I had to do. Wrong!

By the time the president and his →

inner circle of suck-ups approached me, I was so juiced, I decided the first thing I'd do as a full member was bust ass.

He walked up to the chair my butt was currently occupying and stood there, glaring down at me, waiting. *Hell, let him wait*, I thought. *I don't feel like standing.*

It seemed like we'd been eyeballing each other for about a year when he moved. With a roundhouse kick, he sent the chair flying across the bar and my ass crashing to the floor. Fast as a cat I was on him, one hand twisted in his shirt, the other holding a nasty looking skinning knife just below his chin.

"Dancer, don't!" I heard Pony shout from across the room just as cold metal pressed against the back of my neck. Without having to look I knew it was Hambone, Daggert's V.P. and henchman. Hambone was about 300 filthy pounds of pure homicide. At that particular moment, the nasty bastard was holding a sawed-off shotgun to my head. It was the same weapon he used in all his "jobs," saying there was no land and grooves with a load of buckshot. He'd sawed the shoulder stock off at the hand grip. It was a wicked piece of work, and he loved to use it.

"Hold up." Daggett waved Hambone off, cool as a cucumber. "Well, well," he said, grinning, "looks like our Dancer might have more chee-chees than I gave him credit for."

I had to admire the man's guts. I could've easily unzipped him from ear to ear, and still he smiled. Slowly, gently, he pushed the blade away from his throat. I released his shirt and stepped back to put some space between us.

"OK, mister prospect," he began. The smile disappeared, "I've decided what your last deed will be."

I looked around. Hambone stood to one side, his chubby fingers still resting inside the trigger guard. Pony was by himself at the bar, drinking it straight and trying not to watch. Raghead, Rufus, Snuffy, and all the rest circled around like buzzards waiting for something to die.

"For your final project we want you to go snuff someone for us." Instantly, I was stone sober. Daggett stepped in close. "Go kill us a pig, the two-legged kind."

"What?" I tried to comprehend what he'd just said. I'd always kept a mental list of people I'd like to bounce around a little and maybe once or twice I'd threatened to kill someone, but, never, ever had I actually planned on murdering someone.

"Buckner," he replied. "Know him?"

I nodded. Sure I knew him. There weren't a dozen cops on the entire force. I remembered Buckner, the big man who knocked Daggett around a year ago.

"If you want someone to get even for you," I said, trying to sound tough, "let Hambone do it." →

"I don't need nobody to get even for me," he hissed. "And besides, I want you to do it." Hambone spun me around and pushed his little hand cannon into my chest. "Use it." The words seemed to bubble through his fat lips. "And don't lose it."

That was it. Everyone disappeared. The show was over. I stood there, numb, and heard them leaving in small groups of twos and threes. The sinister weapon lay in my hands like a dead fish.

Pony sat his glass on the bar. He stood there for a moment, then, without a glance, he turned and walked outside behind the rest. That was the last time I saw him, at least for a long time.

That night I returned to my little rathole apartment and packed what gear I had in my saddlebags. I took the money I'd stashed in the hole behind the couch and just rode off. Before I made tracks that dawn I left the Dog Pound a small gift—a piece of twisted metal with its grip and forestock busted off and the barrels hammered flat.

The days after that turned into weeks, the weeks into months and then into years. I didn't really think they'd come looking for me but I figured if they ever did, things would get unpleasant. I was all the way to Texas before I slept without a gun under my pillow. I ended up sweating my ass off on an oil rig, making a high dollar salary and living well. I bought a new bike, well, new for me. I was living with a topless dancer who had more tattoos than I did. But she was pretty and built like a liar's fantasy. She kept me up all night with wild and wicked stuff. I figured at that point I'd peaked and life wouldn't get much better.

I decided I'd try school again. I'd gotten my GED, now I was actually going to college. No shit. Well, it was a Vo-Tech class at a local junior college. After a couple of years I finally finished the course but still wasn't ready to settle into something permanent. So I enrolled at a small university and, get this, moved in with a school teacher! She was cute, intelligent, and loved to drink wine and watch me work on an old basket case. Eventually, she helped me finish my course work and became my first ex-wife.

I finally found a steady job and managed to stick with it for 15 years. I even got a promotion or two. No arrests. Hell, I didn't even have a speeding ticket.

So there I was, sitting in this overpriced diner waiting for a serving of chicken that wouldn't fill up a dwarf. I was surrounded by silk shirts, hand-painted ties, and Italian loafers. Right then and there something clicked, or snapped, or finally fell into place. I remember fumbling in my pocket for money to pay for the meal I wouldn't be there to eat. I left a wad of money on the table and simply walked away.

In the garage of the home I'd been breaking my back to pay for, I uncovered an old friend I had long overlooked and taken for granted. It was sleek and lean and waiting patiently for me. I'd owned it four years and the odometer showed less than 10,000 miles. While I was chasing the dollar, it ended up where it stayed, too bloody cold to ride half the time. In the driveway the neglected battery groaned and complained, but the bike somehow fired up. In half an hour I was dressed, packed, and gone.

I had a mission, a date, a homecoming, and I was years late. I had to go back and look up my old friend Pony. And, if he was still alive, and I was certain he was, I was going to have to look Daggett in the eye. What happened after that would just have to happen.

The full moon was hanging low over the mountains as I putted into town. I had been riding for about 24 hours straight but didn't feel tired or hungry. It was a crystal clear night, a little chilly, with stars everywhere. The streets were deserted; at this hour the good citizens were all home, snug in bed. A

lot had changed in 20 years. There was a loneliness I hadn't anticipated. At the edge of town there was a big billboard that showed a fat, jowly man and read "Buckner for Mayor." Finally, I pointed my front tire toward the foothills outlined against the night sky. I rode up the crooked blacktop, enjoying the way it snaked around the trees. My destination was just up ahead, and I needed to make an appearance.

Before I reached the bar, I thought it might be gone, burned, torn down, whatever. It wasn't. I rounded the curve and there it sat. There were bikes scattered all over the parking lot, like a bunch of independents. Some things never change. I shut down my Harley and just sat there for a few minutes, looking around, remembering.

Tingling from head to foot, I crossed the parking lot and pushed the same old door open. I stepped inside and walked straight to the bar. The music was deafening. It seemed darker inside than it did out in the night. A few old blacklites and a beer sign or two were doing a piss poor job of lighting the joint up.

"Beer," I ordered from the bartender, who looked just like he had years before. I was stunned that Red hadn't aged at all. As a matter of fact, he looked even younger than ever. Then I realized it was Red's boy, Junior, who was running the dump now. I remembered him as a little boy wallowing on the floor, playing with the empty bottles. Damn, it had been a long time.

Looking in the busted mirror behind the counter, I tried to scope out the bar behind me. The jukebox was still in the same place but was shaped different, lower and plainer. One of the pool tables was gone and a row of video games were crowded against the wall. The old bullet holes were right where I remembered them, still jammed with cigarette buts and spider webs.

And there they sat, about a dozen bikers packed into one dark corner. It was impossible to make out any faces but I felt them watching me, wondering what kind of wild turkey would show up alone at that time of night and walk in like he owned the place.

Through the mirror I looked for Daggert's ugly face. I knew where he'd be, middle of the pack, his back to the wall. All of a sudden this didn't seem like such a good idea. These guys used to be a bunch of dog-ass mean lifers. Somehow I didn't figure they'd changed. I must've been out of my fucking mind to come back. About the time I decided to tiptoe out of there, the bartender brought the damn beer I'd ordered. I nearly shit when he banged it down on the bar. I did some fast figuring. Twelve seconds to down the beer, about 10 more to find a coupla bucks to leave on the bar, eight steps to the door, a speed of light sprint across the parking lot, about three seconds to get that bitch fired up, and the fastest downhill slalom that will ever go unrecorded. Before I'd even sat the empty can down, my other paw was frantically digging for the cash.

From the corner of my eye I spotted one of the bikers walking straight toward me, real slow. I just stood there like a dummy, unable to move. The gaunt figure leaned against the bar and gave me a sad smile. I nodded back, studying the face. Life had been tough on this poor bastard. Even though he was dangerously close to me, I didn't feel him to be much of a threat. His skin was gray and hung loose on his face. Sunken pale blue eyes stared back at me. It was Pony!

"Geez, Pony, is that you?"

"Yeah, Dancer, what are you doing here?" It didn't even sound like him. "Why'd you come back?"

"Pony, what's happened? You look like death eating a cracker." I couldn't believe what I was seeing.

He smiled and looked in the mirror. "Cancer," he answered, running his hand over the bandanna that covered his now bald head. "The chemo didn't take, nothing worked. They say I got maybe a year. Hurts all the time now. Real bad at night."

"Look," I said, "I'm about to slide outta here. Maybe I can come see you tomorrow."

"It's too late," Pony said, shaking his head sadly.

"No, they said you had a year."

"Not for me," he replied, "for you!"

I immediately sensed someone on my blind side. I looked in the mirror and there he was. Hambone. Where did that greasy bastard come from!

"Hey, coward," a familiar voice called out from the corner just as the jukebox died on cue. "Hey, chicken man." It was Daggett. I finally located him. He was leaning across a table. Even in the half light I could see the asshole smiling at me. Court was in session, and the verdict was bad. It made me feel like I was gonna piss my pants. I ignored Daggett and tried to take a deep breath. Slowly, I turned to face Hambone.

"Howdy," he sneered, "dead man." I figured Daggett, probably to amuse himself, had sent Pony to carve up his friend, then sent the fatboy as back up when Pony didn't go to work on me. I looked at that pig-face. He smelled even worse than I remembered. In the gap where his gut hung out under his shirt, a huge pistol was tucked into the top of his jeans. One of those huge magnum framed fuckers. That must've replaced the sawed-off I modified for him.

*Screw it,* I thought. *Life hadn't been all that great up to this point ... why not go out in a blaze of glory?*

"Hello, Hambone ..." I said, forcing a smile ... "You rotten bag of pus!" →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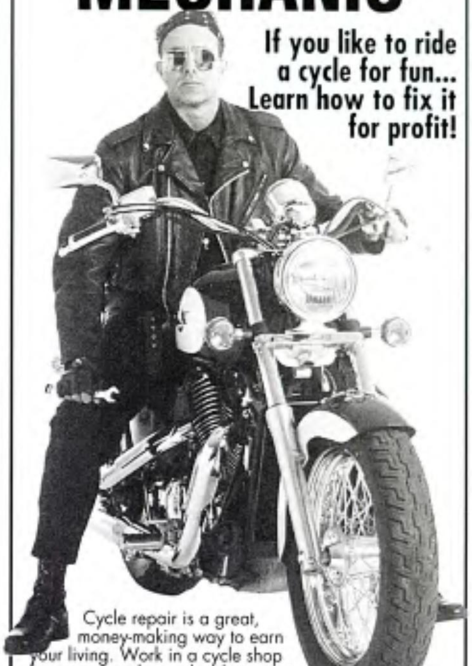

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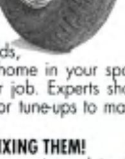


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Before the sneer could even fade, my hand swung up holding that chrome-plated little pissant .25 caliber I carried everywhere in my briefcase. Starting at his navel, I stitched him all the way up, hoping to hit something vital through all that blubber. It was at this point where everything went into that slow motion mode we all experience just as we do that screaming spread eagle slide down the asphalt or when getting your ass kicked or any other high pucker factor situation.

Before Hambone could even stagger, I reached with my free hand and snatched that cannon in his pants, along with a hand full of hair from his belly. I turned to Pony. He was standing there, knife in hand, ready to lunge. I pointed the heavy pistol and squeezed. The impact folded his frail frame in half and propelled him down the bar. In those close confines I thought the gun had busted my eardrums. Fuck, what a noise!

Swinging around, I tried to pick out Daggert's head and fired. A beer clock about two feet above the scrambling crowd danced, flickered, and went out. I never said I was a good shot.

"Don't," I shouted at the bartender as I drew down on him with the little .25. I heard a shotgun hit the floor as he raised his hands above his head.

OK, so what do I do now? I've got a room full of pissed off bikers scurrying and sliding everywhere. I'm holding the bartender at gun point, and someone just got a shot off that whizzed by my face and shattered the mirror.

There it was, the old fuse box, the same place it'd been forever. I aimed the big gun and fired. The bullet hit dead center and the entire bar went dark. I John Wayned a couple of wild shots around the room and figured now would be a great time to make an exit.

Tearing across the parking lot, I could hear seven kinds of hell breaking loose in the bar. The warm engine caught on the first whine and roared to life. By some miracle I was still upright when I reached the blacktop. The bad news was I was pointed in the wrong direction. I was headed further up in the hills. Seconds later, there they were. It looked like an army of headlights bearing down on my ass. Every time they rounded a curve I could tell they were cutting down the distance between us. I was gonna have to do something, and do it fast.

None of the road looked familiar to me. It'd been too many years. Going wide open in the middle of the night didn't help. Ahead I saw some kind of road turning off down the mountain. All I had to do was turn my lights off on this winding road, slow the bike down in an impossible distance using only my →

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front brake and negotiate a hard left turn down a blind path. Sure, why not. Everything went fine until I turned off my headlight. Damn, it was dark! I was still doing about 30 when the bike and I both became airborne. The road just simply turned and I didn't.

I don't know what happened next, but I must've only been out a moment. Laying there, nutty as a clubbed seal, I heard a distant rumbling and instantly remembered the shitty situation I was in. I fumbled for the little .25 and watched the lights hit the trees up on the shoulder of the road. The bikes sounded like an avalanche. My hands moved from my pocket. Where was that damn pistol? It sounded like there were bikes everywhere. The ground was vibrating. I was patting myself down like I was on fire. Where was that muthafucking gun! Suddenly the lights turned and were gone. The sound of straight pipes faded to an echo. My little riding stunt had almost killed me and saved me at the same time.

I finally located my bike further down the hill. With the exception of a torn seat and a dinged up gas tank, it looked to be in one piece and started without a lot of cussing. Fifty feet is not very far, unless it's all uphill, in the dark, covered with rocks and big ass pine trees. Just before I cleared the tree line, I killed the bike and listened. Nothing ... just the sound of my own ragged breathing and my heart pounding in my ears. Out on the road I let the bike roll along at an idle. It was downhill all the way to the bar. I rolled into the parking lot. It was empty except for three bikes and an old junk car. The ugly rat bike was probably Hambone's. The slick, clean one had to be Pony's. The third sled worried me a little. As I walked by Pony's ride I thought about that treacherous sonuvabitch about to stick me earlier. I remembered him riding along, cocky, full of himself. My friend, the man I killed. A wave of grief still swept over me. I tried to clear my head.

I walked into the bar with that useless little popgun at ready. Junior was behind the bar trying to sweep up the shattered mirror by candlelight. He didn't even flinch when he saw me, just stood there. The place looked like nothing at all had happened.

"Somehow I figured you'd be back. The shotgun," he began, "it was nothing personal, I was just ...

"I know." I said. "It's your bar. You did what you had to. The Dog Pound, are they ... ?"

"Yeah," he waved a hand, "all gone ... the live ones."

"The two I shot?"

He motioned toward the back room. "Are they dead?"

"Yep," he shrugged. "You done the world a favor killin' that fat sonuvabitch. "You done Pony a favor, too." He hesitated, then continued. "I never seen anything like it. He could have shanked you easy. Just pulled his knife and stood there like he was waiting or something."

I put my hand over my eyes, realizing what I'd done. Pony could never have hurt me. I should have known that.

"He'd been suffering something terrible, you done good killing him. He's not hurting no more.

"If you don't mind," I interrupted, "why don't you set that scatter gun up on the bar."

"Daggert's back there," he added casually, sliding the pump across the counter.

"Whaaat!" My mouth fell open. In total panic I grabbed the shotgun and shucked it. Nothing. Frantically I worked the pump. The damn thing was empty. Any second I knew that maniac would come out the door cutting and shooting like crazy.

"He's dead. He's dead," Junior said, trying to calm me down.

"Dead?" I repeated, like an idiot. The bartender looked a little amused.

"You mean ... I actually ..."

"Naw," he said, shaking his head, "not the way you were shooting. He took one in the back of the head. So close it singed his hair. I guess someone else hated him more'n you."

"Bizarre," I leaned on the bar. "Then they weren't even after me. They were just getting the hell out of Dodge. Standing there I realized what I had to do. I had to work fast. Daylight wasn't that far away.

With a little effort we got all three Harleys inside the bar.

"You got insurance on this place?"

"More than it'll ever be worth."

"Good." I motioned toward the door. "It's time you left." A few minutes later I heard the clunker cough to life and pull off.

Behind the bar I found a box of shells hidden with the good whiskey. I poured myself about three fingers' worth and sipped on it as I loaded the shotgun. Aiming at the muddy rat bike, I opened the tank like an overripe watermelon. Gas went everywhere. Then I did the same to Daggert's ride. Racking another round in, I aimed down a row of high-octane liquor bottles and cut loose.

"Here's your funeral, buddy, "I whispered, "a fucking Viking funeral."

I looked around one last time and walked toward the door. Scooping up a lit candle, I tossed it over my shoulder. ⊙

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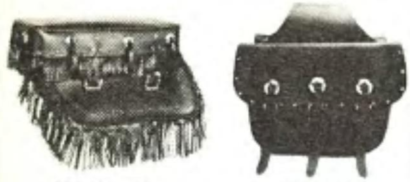

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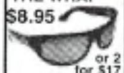

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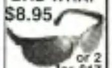

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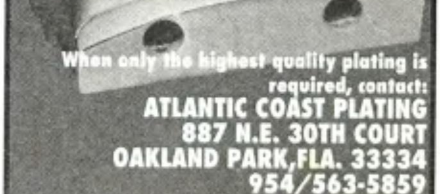

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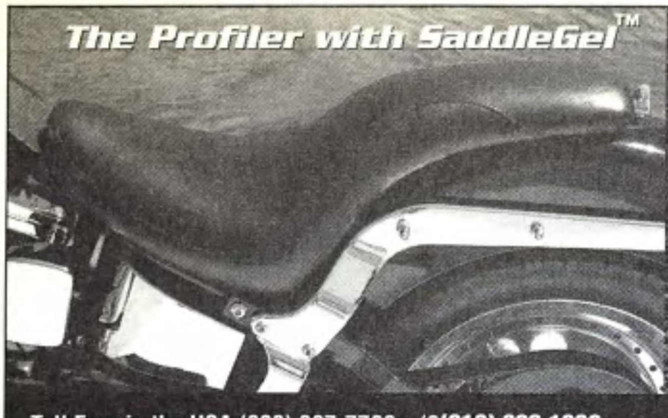

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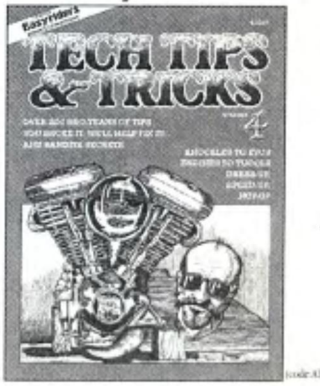


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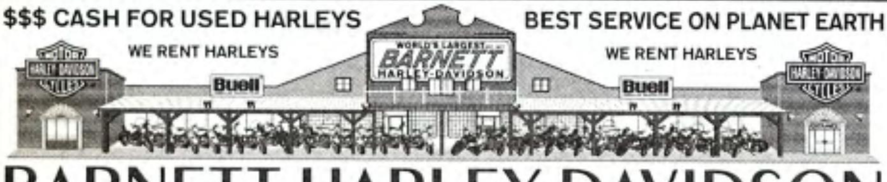


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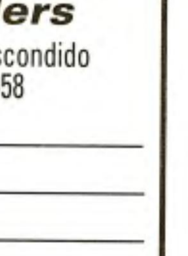


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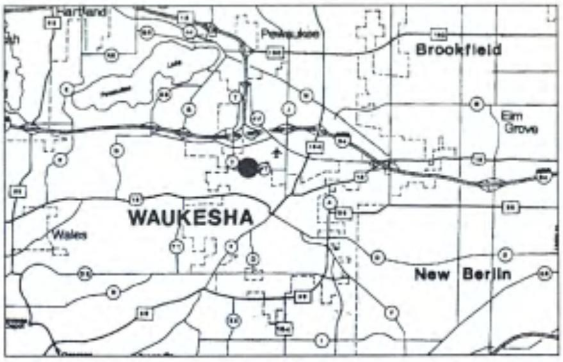


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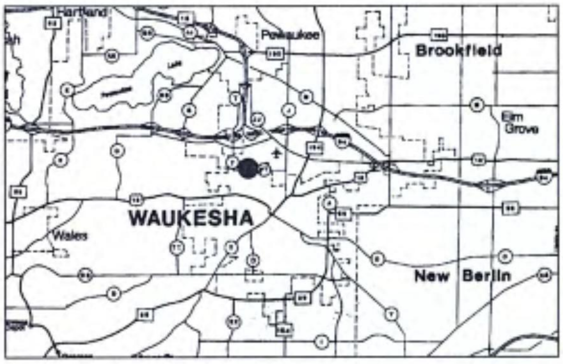


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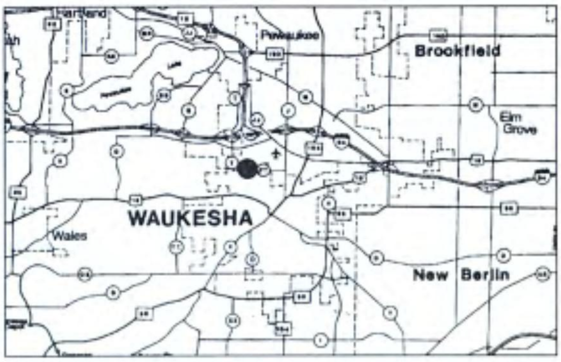


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and turn the engine some more, and reinstall the bumper. This time, rotate the engine backward until the piston touches the bumper again and see what the degree wheel says. In this case, mine read 78 degrees. So I reset the wheel to half that, 39 degrees (photo 10). Now this step can be repeated, and you should see the same number each time you bump the piston. Half-way between them is TDC, and you're all set.

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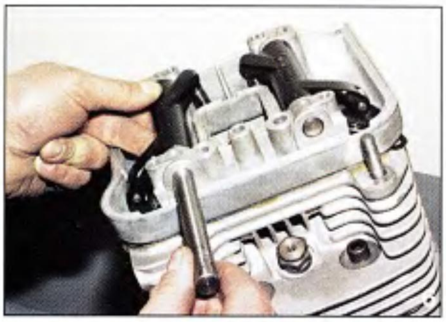

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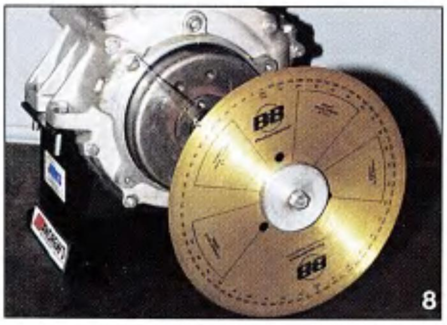

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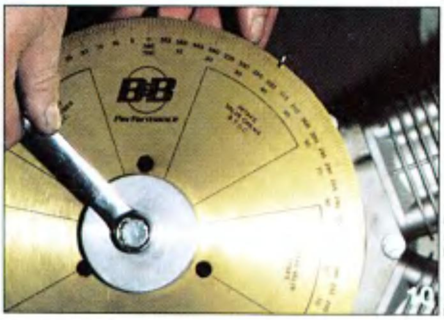

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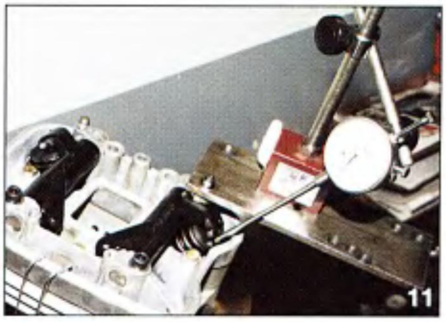
Photos: Erik Falconer

A camshaft's duration is calculated by adding the lobe's opening and closing times plus 180. Andrews calls out 252 degrees of duration for the intake and 266 for the exhaust. While you degree your camshaft, you can also watch the degree wheel to note the duration as well.

Once you understand what the cam is doing, you'll see how different cam timing can affect an engine's performance. This will also help you get cam data on different cams when the numbers have been lost or if you're not sure about a certain cam. What this all boils down to is assembling an engine properly. It's the difference between just slapping the parts together and paying attention to the details and getting the job done right. Trust me, it's worth it.

*—Wordman*



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## Sources

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JIMS
555 Dawson Dr.
Camarillo, CA 93012
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## BEHIND THE BASICS

### Installing, Checking And Degreeing A New Cam

Installing a new cam in your engine is by far one of the most basic ways to increase your scoot's power. While this is a pretty simple procedure, there are also a few other things you can do to ensure maximum performance and a job done right. As always, a Harley-Davidson shop manual, specific to your bike, is as necessary as any other tool for the job. Clearances, tolerances, and all essential info can be found within your manual to help keep your bike in top shape.

What we're going to do here is install a new Andrews EV-57 camshaft and adjustable pushrods in an Evolution engine as the start of a complete performance workover. But since the cam's proper installation and setup is key to making any package run right, that's what we'll be looking at in depth. Some of the steps here may vary if you're doing this in a bike as opposed to working on the engine out of the frame, but the tech remains the same.

Starting off, the rocker arms, pushrods, and pushrod tubes are removed. I took the rockers out because I also wanted to replace them with a set of JIMS roller-tip rocker arms. Magnets and clothespins hold the lifters up out of the way so that we can get the old cam out and the new one in without a hassle (photo 1). This is just the method I use, although there are other tools made for this step. On engines with hydraulic lifters, some of my friends use thin safety wire to hook on the retainer clips on the lifters. This works fine also.

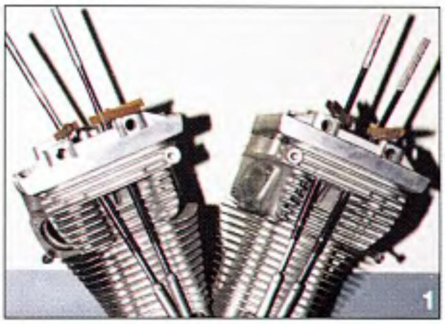
With the stock cam now removed, you can see it in comparison to the EV-57 that is going back in (photo 2). As you can see by the lobe profile, this is one serious street cam. Since a brand-new cam is being installed, I prefer to replace the cam lock plate and end-play shims with new pieces as well (photo 3). Lock plates and shims are available in packs from Crane Cams and the major catalog suppliers. I measured the thickness of the end-play shim that came out of the engine and used a new one of the same thickness to start with.

Harley made it pretty simple to index their cams, and as you may know, there are two marks on the camshaft gear's face that help you to line everything up (photo 4). The mark on the pinion shaft gear should face straight up 12 o'clock. Line up one of the marks on the cam with the mark on the pinion gear, then the other mark on the cam (which is about at the 7 o'clock position) with the breather gear. With all of these marks lined up, you're ready for the next step.

Now it's time to check the camshaft's end play. This can only be done without load on the cam, so don't try it with the pushrods and rockers in place. Harley calls out a tolerance of .001-inch to .050-inch, but I prefer to keep my cams between .010- and .020-inch. I usually bolt the timing cover in place, then use a dial indicator on a magnetic base for checking the end play. Magnetic base indicators are great for also checking wheel bearing end play, wheel run-out and cam/valve timing as we'll do in a moment. They sell for about $20 from any tool supply house, and are well worth the investment.

In photo 5, you can see the steel plate I bolted up to the cam cover to place the indicator. To check the end play, push the cam inward with your finger, then thread the screw in that you use to hold on the ignition rotor. Zero the indicator and pull on the screw. Take a look at the indicator, and see what you get, which in this case was .015-inch. Results will vary, so it's handy to have a pack of cam shims to get the end play set correctly. Delkron makes a really cool tool called a Space N' Time kit that allows you to degree the cam, check cam end play, and even breather gear end play (and many other measurements) without having to fuss with reinstalling the cover.

With the cam installation complete, the Andrews adjustable pushrods and JIMS roller-tip rockers are installed. Drop the pushrods in place (don't forget the covers) through the cylinder head and into the lifter block, making sure that the pushrod adjustment is at its minimum. With a light coat of lube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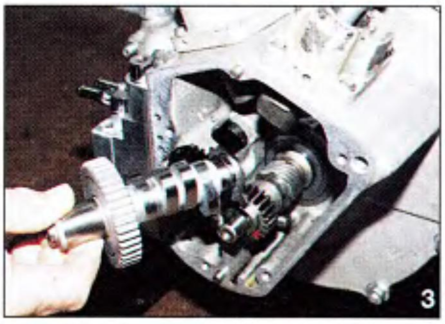
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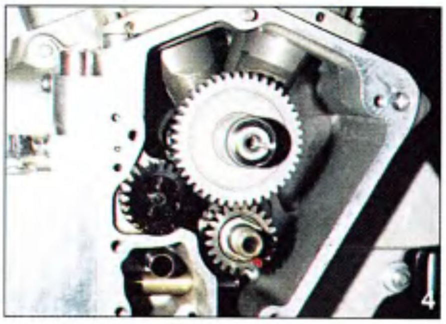
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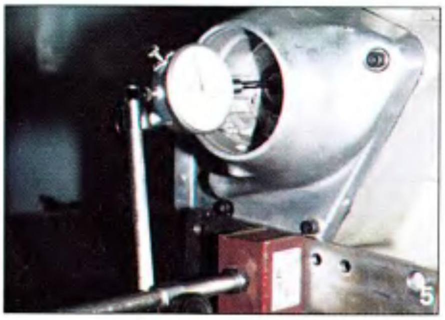
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in the rockers and rocker boxes, the JIMS rockers are installed (photo 6). The pushrods have to be adjusted now. Let's say you start with adjusting the front cylinder's pushrods. What you do is turn the engine over by hand and watch the movement of the lifters on the rear cylinder. When they are at max lift, as high as they will go, this means that the front cylinder's lifters are on the "heel" of the cam, and that is the place we're looking for. Adjust the front two pushrods until there is no slack, then turn them in an additional four to five turns (photo 7). That's it, then do the same for the rear cylinder.

Now we're at the point where the cam timing can be checked. This isn't that critical, but is a worthwhile step to verify the cam's specifics. On this engine, I checked the timing at the valve. If you're using hydraulic lifters, checking the cam timing at the lifter itself is better, since the load of the valve springs will cause the lifters to pump down. Other options would be to either lock out the hydraulic lifter, or to use a solid lifter in its place as I did here. You only have to check the cam at one cylinder, so if you do decide to use a solid lifter for this step, you'll only have to remove one lifter block.

To do this you'll need a degree wheel, like Delkron's Space N' Time or a similar setup. The one I used here (photo 8) is one I usually use on a bike with the engine in the frame. Anyway, once you have the degree wheel in place, you have to set Top Dead Center (TDC), your starting point whenever you are working with a degree wheel. This step is so easy, even I can do it. Turn the engine over by hand (with the plugs out) and put one finger lightly over the front spark plug hole. As the piston comes up, it will create pressure you can feel, which tells you that it is near TDC, so stop there. This tool, called a bumper (photo 9), can be made or purchased from companies such as JIMS. Thread it into the spark plug hole and tighten it.

Slowly, turn the engine by hand till you feel the piston touch the bumper. Set the degree wheel or pointer to TDC. Now take the bumper out, →

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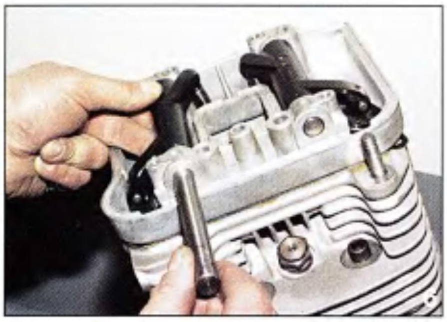

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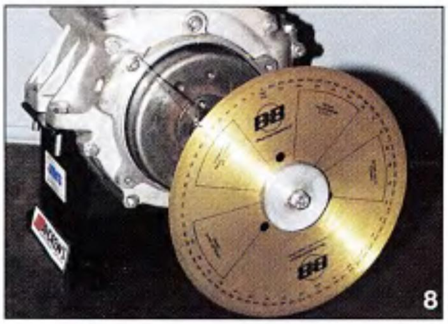

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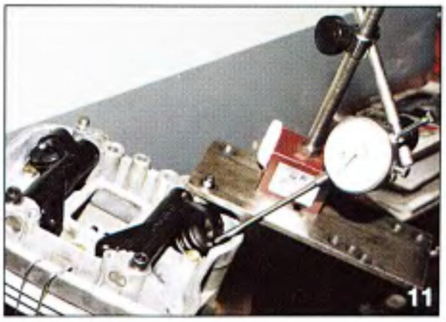

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## Sources

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|---|---|---|---|---|---|---|---|---|---|---|
| F.Intake cfm | 65.7 | 133.5 | 183.0 | 223.2 | 240.0 | 253.2 | 264.0 | 273.0 | 276.0 | 280.8 |
| F.Exhaust cfm | 54.6 | 120.8 | 152.6 | 171.7 | 181.3 | 186.7 | 194.0 | 197.2 | 200.3 | 201.9 |
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## WIELDING WHEELS

### Proper Wheel Installation And Set Up

We are now at a point where there is an endless supply of custom wheels available for damn near anything Harley ever put on two wheels. This leaves you with plenty of decisions, and many options. Stock-width tires to the massive 200-series meats can be made to fit damn near any bike around (so I hear, but they don't mention the grease and the crowbars necessary). Even if you're just doing routine maintenance on your stock sled, or customizing with new brakes, wheels or rubber, there are some key points to be considered before and during the job.

With this in mind, we turned to some experts in the field, namely Ed Smith, owner of Hallcraft, to get the skinny on proper wheel set up. Applying the tips to the trade, was the ever-capable Bob Morrell, proprietor of Bob's Custom Cycles in Santa Cruz, California. Bob was kind enough to let me come in and slightly disrupt things as I followed along during a Hallcraft wheel installation on a Softail custom.

Now this wasn't just your typical off-the-shelf Hallcraft wheel, but a custom-made piece with huge 4-gauge spokes and a special billet hub. Since the rim was painted to match the Softail's new paint scheme, Bob was extra careful as the wheel assembly was offered up into place (photo 1). A semi-floater rear disc from Drag Specialties (photo 2) and a polished billet wheel pulley from Legends (photo 3) added some extra class to the installation.

Notice how the wheel sits off to the left of the bike (photo 4). When upgrading to a larger rear tire, you'll want to think about this. So as a rule of thumb, Bob recommends centering the rear tire evenly between the edges of the fender, stock or aftermarket. Ideally, the centerline of the tire should be in alignment with the backbone and steering head, but for most applications, centering on the fender works fine.

Since this bike was also being fitted with Ness brakes, a close look was taken to verify the spacing on the right side of the axle, where the rear brake

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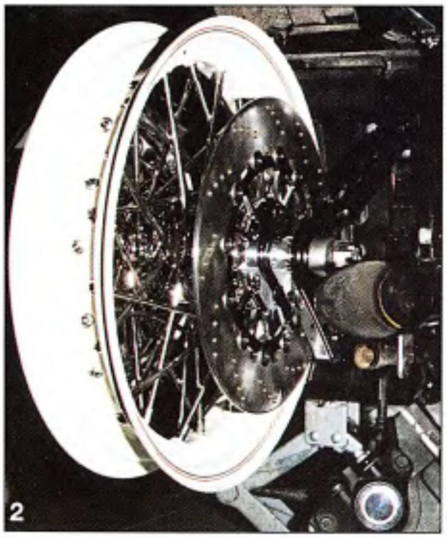
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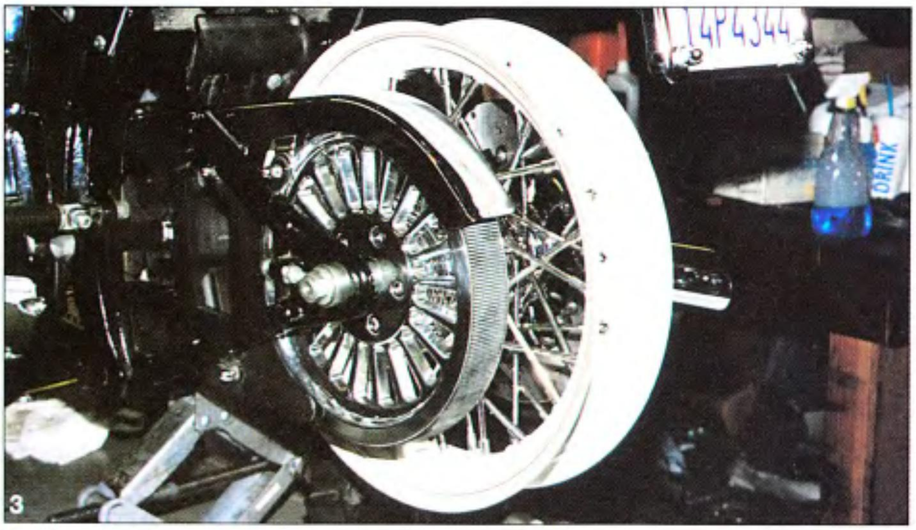
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bracket rides on the axle (photo 5).

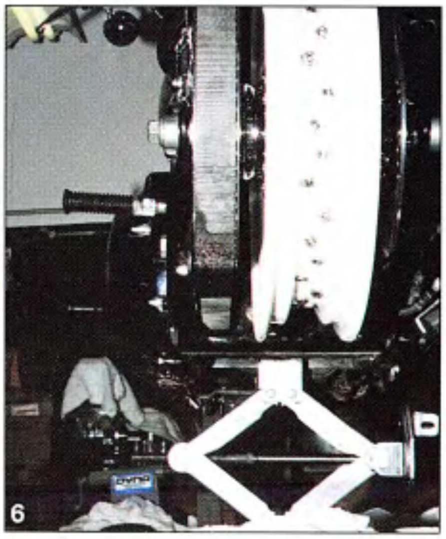
Since there is generally more clearance on the right side of a stock sled, you have room to move the wheel/tire over to the right. Should you have to modify the brake bracket and/or the right side outer spacer (never the inner one that rides in the hub seal and maintains your wheel bearing end play) take notes, and simply add the amount you offset the wheel to the right, on to the left side spacer.

Belt alignment is also crucial. Bob says that some aftermarket pulleys have different offsets in the area of the mounting flange, and this can directly affect belt alignment. The Legends pulley checked out A-OK (photo 6), allowing the belt to track straight and true. For bikes with a big rear tire in their future, there is another tip here regarding belt alignment.

Evidently, the pulleys in the final drive are cut in such a way that the belt tracks outward, toward the outer edge of the pulley. This is done to ensure the belt has maximum contact with the pulley at all times (and this is why the Harley-Davidson rear pulley has no flange on the inside) Well, keeping this in mind, when you back up your bike, the belt will creep inboard a little bit, and can make contact with a wide tire if there is a minimum of belt-to-tire clearance. Basically, you shouldn't fret too much when this happens, since the bike will spend most of its time going forward (we can only hope).

Regardless of the wheel and pulley combination you choose, the aftermarket has a wide variety of pulley spacers available (photo 7) to help you get the exact alignment you are after. Some of the thicker spacers are machined with two sets of holes, one allowing the spacer to be bolted to the wheel, and the other set of threaded holes allow the pulley to be bolted to the spacer, allowing you to use the same bolts as before.

As for the brakes, reinstalling the stock ones is as simple as following the manual, and doesn't involve much tech. But when adding aftermarket calipers and rotors, there are a few things to consider. One-piece rotors and semi-floaters (as used here) require the caliper to be centered evenly over them. Here, a Ness 4-piston billet



Photos: Erik Falconer

caliper and bracket were used. Eyeballing is sufficient, and most manufacturers of custom brakes, such as Ness, provide spacer packs to allow you to get the proper caliper spacing (photo 8).

And that's it, for the most part. Now that the wheel has been mocked up and everything checks out, Bob can install the tire and get the sled back together. Checking these things out before you mount the tire isn't a bad idea, should you have to choose a different size, because, once mounted, tires are not exchangeable in most shops. Remember, it's always the little things that make a custom swap and even basic maintenance either a success, or your next big headache. Proper wheel installation is important, and when done correctly, will add more than just good looks to your scoot. It adds peace of mind as well.

*—Wordman*

## Sources

See your local Hallcraft distributor, or give them a call if there isn't one in your area:
(940) 668-0771
(940) 668-0792 fax

Bob's Custom Cycles
220 Benito St.
Santa Cruz, CA 95062
(408) 454-9159

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23892 Remme Ridge
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San Leandro, CA 94578
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## PRIMARY BELT DRIVE ALIGNMENT
### Getting It Right The First Time

*NOTE: This procedure is for rigid motor mount applications only. In many cases the inner primary webbing must be ground away to provide necessary belt clearance. For specifics on your year and model consult with your primary belt manufacturer.*

If you want a primary belt drive system to be dependable, care must be taken during the installation process. For those of you who may be experiencing misalignment or belt breakage with your primary belt drives, don't start blaming the components; more than likely, the alignment may be off. Many of you may have heard nightmare stories about belt drives failing. Well, don't deep-six your belt drive system yet, because we're going to give you the straight scoop on what needs to be done to make that belt drive one of the most dependable components on your bike.

Following correct alignment techniques during the installation process, your primary belt drive will outlive many other components on your bike.

FACTS ON PRIMARY BELT DRIVE SYSTEMS

*Fact #1:* Most belt drive problems are caused by poor installation.
*Fact #2:* Belt drives are virtually maintenance free.
*Fact #3:* Primary belt drives cause less vibration than chain drive primaries.
*Fact #4:* A primary belt drive usually costs less than a chain drive primary.
*Fact #5:* Belt drive primaries don't leak oil!
*Fact #6:* Primary belt drives transfer more power to the rear wheels.
*Fact #7:* Primary belt drives run cooler than chain drive primaries.
*Fact #8:* Primary belt drives are cool!

Many people put primary belt drives on their bikes for various reasons, primarily (pun intended) for the reasons listed above. So, what's the problem? I, for one, was experiencing primary belt breakage and was starting to point the finger at the belt drive manufacturers. After all, two primary belts broke in a row—come on, the parts must be substandard (so I thought).

Because belt drive systems are considered to be bolt-in products, many installers do that; they just bolt 'em in. While this is true, care must be taken to follow precise installation procedures to ensure a long and reliable life. The relationship between the motor and transmission must be square. This means that the transmission should not only be straight in-line with the motor, but the transmission must also be mounted on the same angle as the motor to assure correct tracking of the belt.

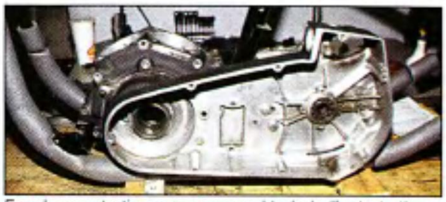
Many of us ride around every day on bikes that are a little out of alignment between the motor and transmission, and don't even know it. A primary chain system is more forgiving if the alignment is not absolutely true and may not track correctly, although extra heat will be created. The end result may be premature primary chain wear and even chain failure.

The relationship between the motor and transmission is very critical. The motor output shaft must be square and parallel with the transmission shaft. Any inconsistencies here will cause the belt to track to the inside or to the outside of the pulley and wear the belt out prematurely. Just because you may have a brand-new bike, don't let that fool you into thinking the alignment is correct—check it!

Factory Harley-Davidson frames are fairly consistently square. However, some aftermarket components and frames don't have the same high standard of quality. The registration holes for the frame, motor, and transmission may not be exact. Unless a frame is horribly bad, this procedure will correct most irregularities.

While we were poking around looking for the answers, one name kept popping up—Rusty Burch, the chief research and development guru for Belt Drives Ltd. in Anaheim, California. Rusty grew up wrenching on Harleys and has been with BDL for nearly 20 years. Rusty gave us a demonstration on the exact procedure necessary to make a belt drive system very reliable.

The inner primary is the alignment tool used to assure proper hole registration in this procedure, so first establish that your



For demonstration purposes and to help illustrate the proper procedure, Rusty used a bare frame along with an empty transmission and motor cases for mock up.

A metal-to-metal contact is very important. Make sure all mating surfaces of the frame, motor, and transmission are free from paint, chrome, or foreign debris that could inhibit proper seating and alignment.

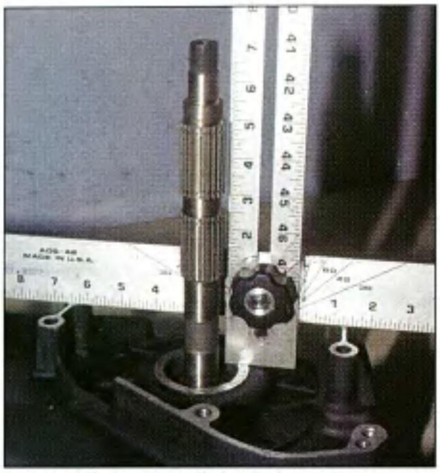
The rear motor mount to frame bolts must be torqued first.

Photos: John Morgan

inner primary is straight and flat. Some aftermarket inner primaries that are chromed aren't completely true. Use a calibrated granite table that's perfectly flat if available, or you can use a straight edge to check the mating surface of the inner primary. If there are any nicks, burrs, or irregularities, file, sand or mill the affected area until the problem is corrected. Make sure that all frame mounting surfaces are metal to metal, and remove any paint that may be present. This is absolutely essential to provide a precision fit.

The main shaft support bearing must be perpendicular with the inner primary mating surface. We want the motor and transmission to be perfectly square and be able to slide freely in the frame without any binding or interference. This will make the shimming process easier and more precise.

To do this, the outer primary, clutch basket, inner primary and final drive belt or chain must be removed. Loosen all of the bolts and remove the nuts that attach the motor and transmission to the frame. We should be able to move the motor and transmission around without binding. Position the inner primary up to the motor and transmission, and install and tighten



We used a T-square to verify that the inner primary mounting surface was perpendicular to the support bearing.

With the inner primary bolted to the motor and transmission, the motor to frame and transmission to frame bolts should drop freely through the mounting holes.

After the rear motor to frame mounts are tightened, loosen the four inner primary to motor mounting bolts, then retighten. This will allow the motor to settle into a relaxed position.

With a feeler gauge, measure the amount of clearance between the frame and 5th tranny mount. Using shim stock of the same thickness install the shim, then torque to spec.

the bolts. With the inner primary bolted to the motor and transmission, you should be able to grab the inner primary and move the motor and transmission into a relaxed position. With the inner primary bolted in place, you should be able lift out and drop in the motor-to-frame and transmission-to-frame mounting bolts. If the bolts do not drop in freely, try repositioning the inner primary. Allow the motor and transmission to move into whatever position they need to be in. If you cannot find a relaxed position for the motor and transmission, you may have to redrill one or two of the mounting holes in the frame. Take care and don't overdo it. We don't want a sloppy fit or a ruined frame.

Once we have found a relaxed position for the motor and transmission, torque the rear motor mount bolts to the frame. Loosen the four bolts that connect the inner primary to the motor, then retighten. This will allow the motor to settle. Check with a feeler gauge to see if there is a gap between the motor and frame, and verify that the bolts slide in and out of holes without binding. Use shim stock to take up any slack—we want a plug fit. We don't want any bind or stress present when tightening the mounting bolts.

Next, torque the front motor mount bolts. Tighten the four transmission plate studs, and make sure the bolts pass freely through the frame holes. Check the transmission mounting plate to frame for possible shimming. If necessary, shim accordingly and tighten the bolts.

Next, check the fifth tranny mount, and make sure that the mounting bolts do not hit the slotted holes on either side. If there's any interference, the holes will have to be drilled or reamed to eliminate any side loads. Again, if any of the mounting surfaces have clearance, measure the mount with a feeler gauge and provide the same thickness shims. Double check all mounting hardware for proper torque settings and your primary belt drive system should be problem-free for countless miles of riding pleasure.

*—One Eye*

**Source**

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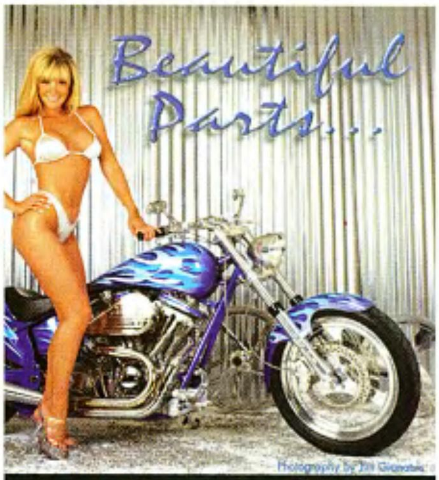


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## AMI UPDATE– OUT OF BASIC TRAINING

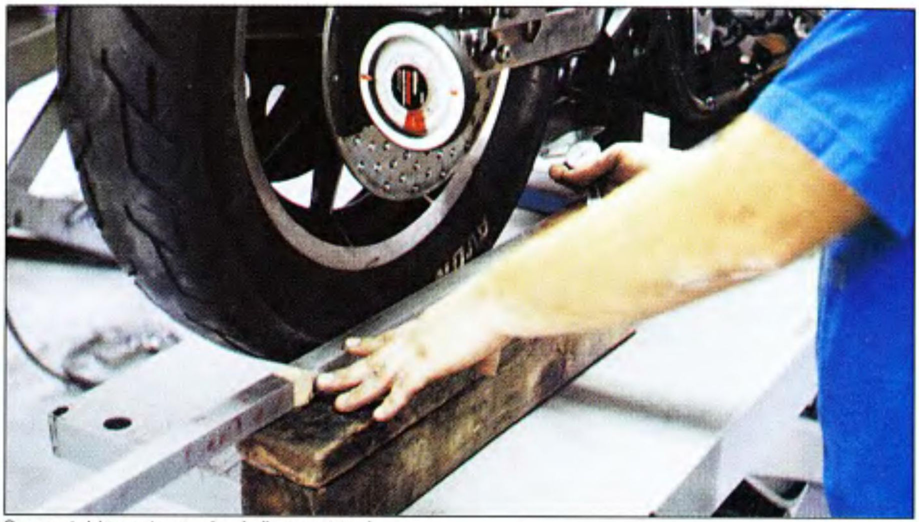
### A Crash Course In Wheel/Motor Alignment

With the first 10 weeks behind me I eagerly stepped into the next phase of my training—10 weeks of pure Harley-Davidson study. Finally, the Harley gods were going to have mercy on my treacherous soul and allow me to learn the inner workings and the secrets of how to keep our beloved machines running like prize winning thoroughbreds.

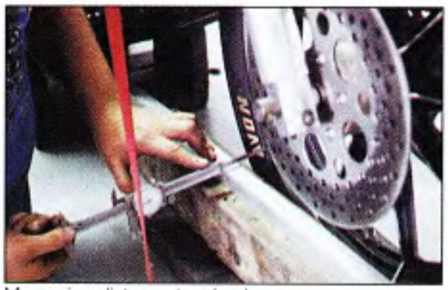
The Harley class is broken down into two parts: frame and suspension and engine mechanical, 5 weeks in each. I took frame and suspension first. It is set up similar to a dealer's service center. It contains 10 bike lifts, 11 complete motorcycles, all the necessary tools, and an entire machine shop. We were handed task sheets, and after watching videos or receiving demos we performed each task and had it signed off by one of the instructors. Speaking of which, Gene Covello and Dave Walker did a damn good job of teaching our rowdy class.

First we studied alignment.

All rubber-mounted Harleys have two stabilizers, one in the front and one on top of the engine. Both are connected to the frame. Tracking problems are evident through irregular tire wear, possible belt wear, or pulling or leaning while riding. First elevate and align the rear wheel using the tool pictured, which can easily be made from a piece of steel rod and a twist or zip tie, to show where the rear axle is. Next lay out your straight edge to see just how bad you're out of horizontal alignment. A strong piece of square tube works great for a straight edge. If you have an FXR or if your front wheel is skinnier than the rear, place the straight edge flat against the rear tire and measure the distance from the straight edge to the outer edge of your rim. Be sure to get two measurements from the front rim one toward the front and one toward the back (make sure your bike is straight up and down and your front wheel is perfectly straight while doing these measurements). Then you repeat this process on the other side of the bike. Now you should see a difference from one side to the other.



Square tubing acts as wheel alignment tool.



Measuring distance to wheel.

Tool for aligning rear wheel.

Photo: courtesy of AMI

Now check your vertical alignment using a bubble level on the front and rear brake calipers (we used an inclinometer; same difference). Chances are your vertical alignment is OK. To correct horizontal misalignment loosen the three front motor mounts located under the front stabilizer. Also, loosen the two front stabilizers mounting bolts—the ones that go through the heim joints. Do not loosen the two motor mount bolts located above the front stabilizer. Next remove the bolt that connects the top heim joint to the engine. Turn your front stabilizer adjustment in or out until all your measurements are equal or the straight edge is flush to both sides of the front and rear tires. Reinstall the top stabilizer bolt to the engine and check vertical alignment. If you're out, then you adjust the top stabilizer in or out until your level.

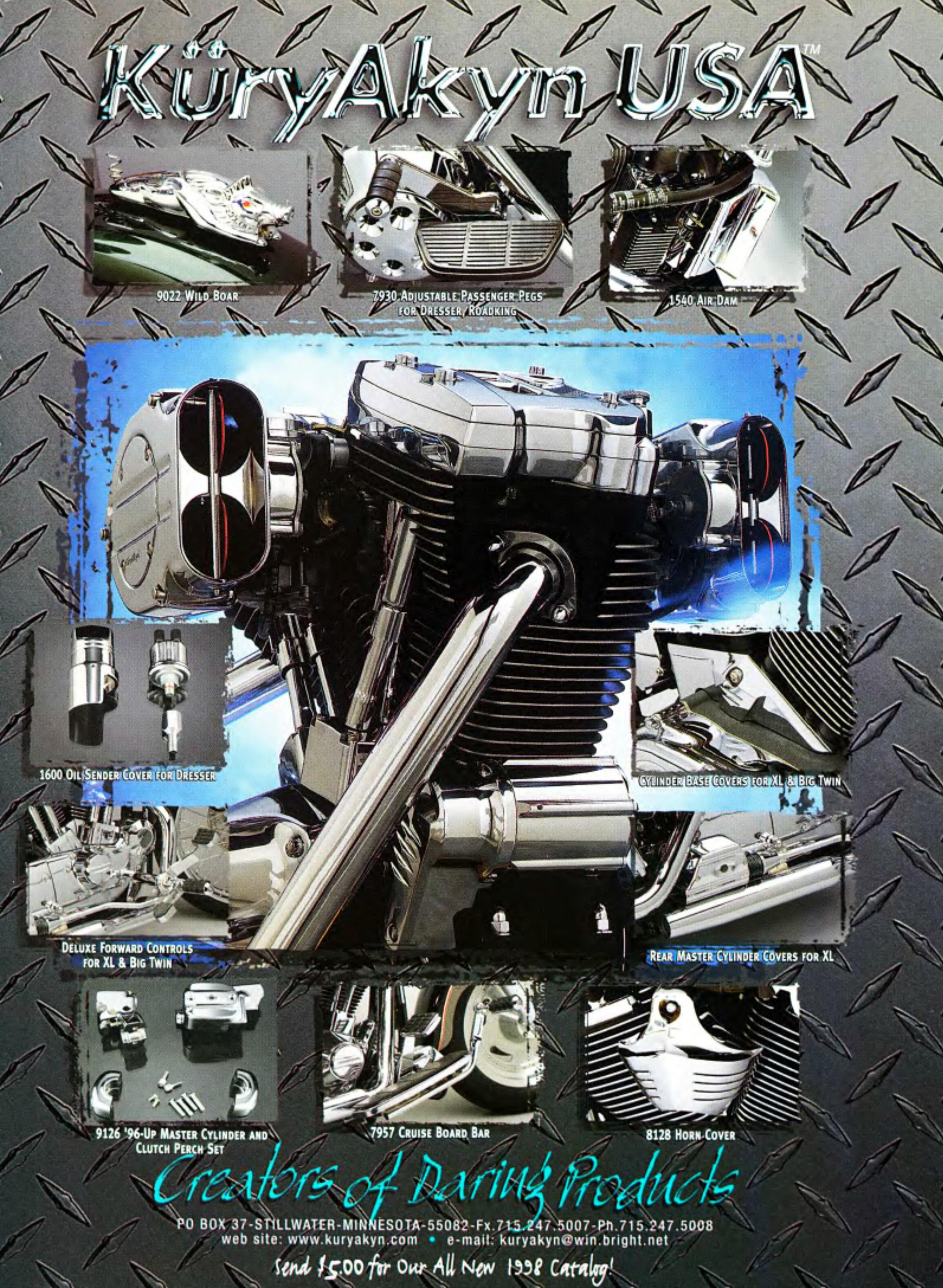
Retighten all of your bolts to the proper torque and recheck both alignments. Go back and check rear wheel alignment and belt tension. Remember to give your belt about 3/4 to an inch of play when it's under full weight. If your bike won't align or still has tracking problems it may have been wrecked or your wheels might need balancing. I didn't go into the front wheel but, obviously, if your front wheel is straight and your handlebars aren't, then you need to straighten that shit out.

Well gotta go and get ready for school tomorrow, the damn weekends still go by too fast.

—*CD*

**Source**

American Motorcycle Institute
3042 W. International Speedway Blvd.
Daytona Beach, FL 32124
(800) 874-0645, (800) 881-2AMI
http://www.amiwrench.com



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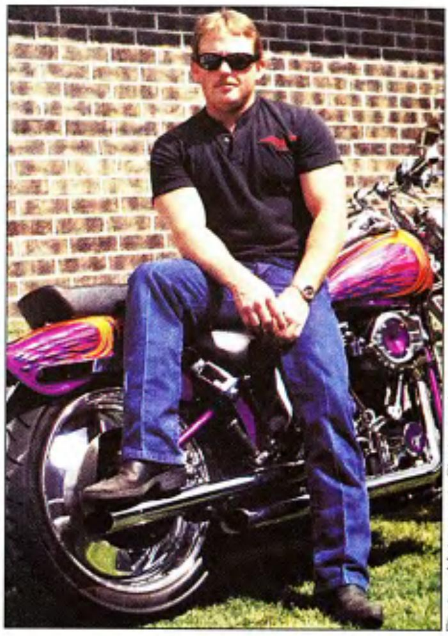
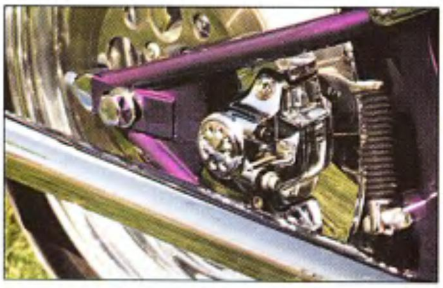


Photos: Motorsports Photography



## Lamar Paul

### Fort Worth, Texas
### 1996 Special Const.

I want to start this article out with a personal note. I really dig those frames made by The Wild West Motorcycle company—and I want one. I hope they come in rigid. (Hint. Hint.)

Harley riders, particularly chopper riders, tend to question authority. No, that's not quite accurate either. Chopper riders tend to think for themselves, deciding what is best, without help from others. Needless to say, this often goes against what everybody else believes to be acceptable. Be it speed limits, substance abuse, affairs of the libido, or word count. It tends to make for an interesting life ya know.

Now, you're probably asking yourself, "What's this have to do with our main man Lamar here?" Hold onto your panties; I ain't finished yet. I've had a bug up my ass here lately—it all started with a rumor about the factory designing a water-cooled engine in order to compete with the horsepower of the Jap cruisers, that will still pass EPA requirements (and I'm not talking about the VR-1000). Now everybody I know in the business who was recently invited to the H-D open house denies seeing or hearing about this. I have accurate inside information; they said H-D hired a Porsche engineer.

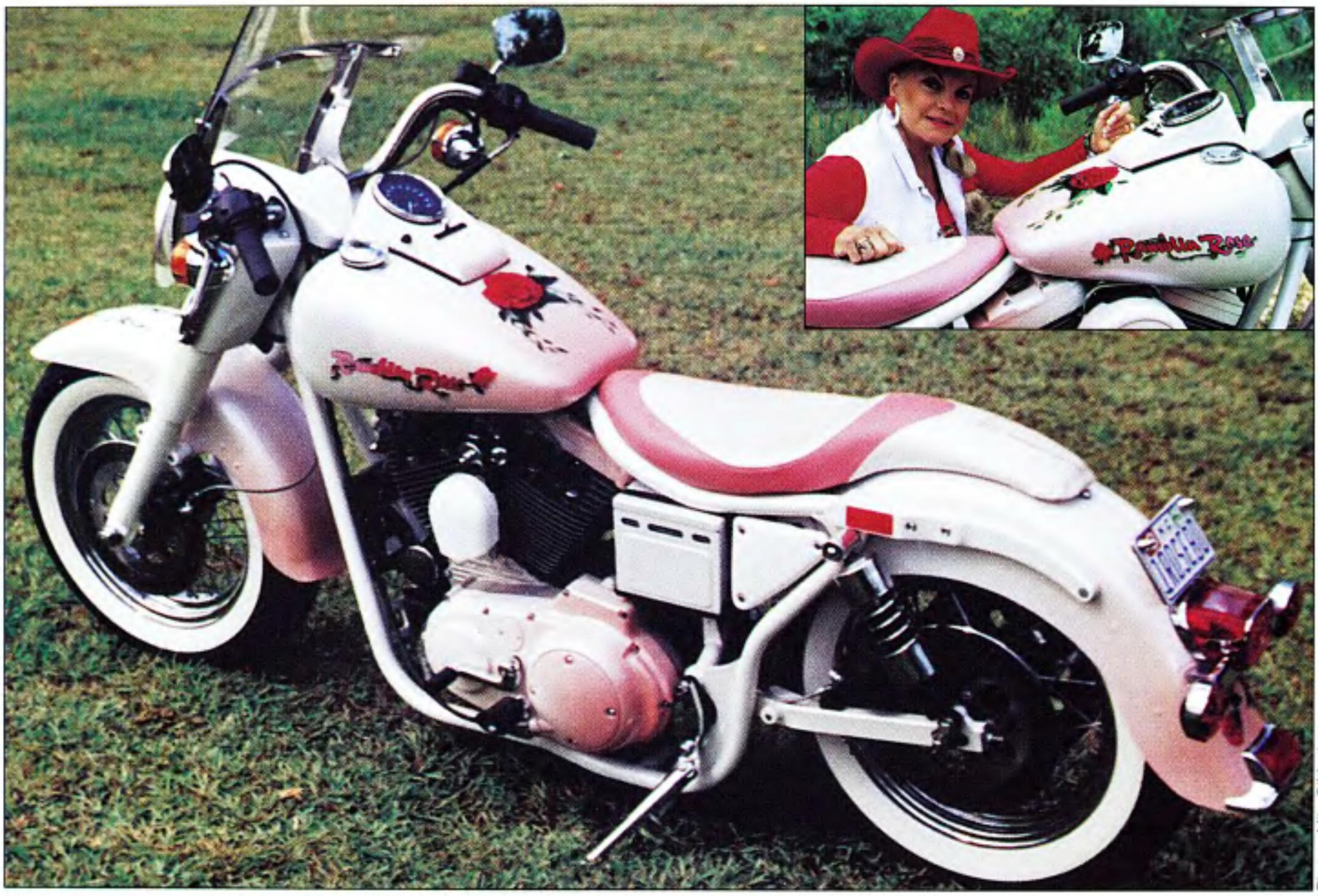
I had the tough task of deciding whether to write about rumors or hearsay or ignore them until my worries became reality. Well, I'm just not one to keep quiet, so if I'm wrong (and I'm not) I apologize. But if I'm right (and I am) then I want to go on the record as saying that I am completely 100 percent against water-cooled engines. First off, the idea of pandering to the EPA gripes my ass. You bet. It's like buying a family tree. No offense to the Jap riders out there, but Harley riders do not want roots that lead to a drive-through Chinese restaurant.

Lamar Paul agrees with me, and this is coming from a man who once worked for Honda, but chooses to ride a Harley. He now works as an aircraft mechanic at Delta and is on his third Harley. In fact, Lamar's words were, "You got to dance with the one who brought you."

But enough preaching, on to the business at hand. The Softail you see here started out as a stock Softail custom, but Lamar just wasn't satisfied, so he bought an Atlas frame featuring 38 degrees of rake and tore that mutha down. He installed a Kennedy's 80-spoke front wheel, a Performance Machine rear, a butt load of chroming and sent the sheet metal out to his bud Sammy Kinder for the bitchin', if not eye-catching, paint job. After it was done, he entered it in the Radical Class at the *Easyriders* Bike Show in Dallas and won first place.

Lamar says he's thinking of putting an S&S ground pounder engine in it (so he can keep up with his father who runs a ground pounder) but hates to have an extra engine lying around. Sounds like it's time for a new project! Maybe he could name it, "The bike that kills environmental wackos!" Hey, ain't that America! Ah, I feel much better.

—*Flynch*




Photos: Mike DiMartino

## Rose DiMartino Bonanza
### Wilmington, NC
### 1996 Sportster/XLR

I think I can speak for my writing peers when I say that we all have aspirations of being editors. Hell, yes, I daydream of the day I take over. Full speed, Flynch! Scary thought, eh?

First off, I would only feature black bikes, rigid bug-bomb black bikes, suicide shift only, open primary chain, kickstart only, rattle-can black rigid 20-over choppers! Yeah, and I'd encourage the readers to write interesting compositions to the NWO and Al Gore.

And Arlen (Ness, who else?) and I would do articles on the best way to tie rear brake calipers on with baling wire. I would never shower, or shave. I would eat White Castle burgers and tuna for breakfast, and encourage the readers to mail me Polaroids of ...

It's usually in the middle of one of my daydream tirades that Nancy calls, requesting me to climb down off the desk, dig the phone out from under the stack of *Soldier of Fortune* and *Small Farmers* journals and actually talk to a civilized human being. (My wife is pregnant; civilized is not the term used to describe pregnant women ... a terrorist comes to mind.)

Luckily, Nancy always knows how to hit my soft spot. She sends me a picture of a Rose Bonanza-designed bike. OK, so I'd feature bug-bomb choppers, and Rose Bonanza's bikes!

Rose was having one of those inspirational days. She hadn't built anything new, and was in the middle of working on her new jazz CD titled, *Rose in Bloom*, when she happened into Carolina Coast H-D. The owner, Rick Noyes, guided Rose over to a wrecked Sporty they had acquired, and a Rowe frame that would accept the Sportster drive train. Well, you don't have to hit Rose with an obvious stick. She immediately went into design overdrive.

An FLH front end was grafted onto the pearl white Rowe frame, and a Fat Boy rear fender brings up the rear. Of course, Ronnie Wright, who was responsible for the paint on Rose's trike, (*ER* #280 October '96) was brought in to match the pink fade on Rose's tour bus. She says she is in her rose era, which explains the roses on her bike. (Her name *is* Rose ya know.)

Well Rose—my hero—did what any self-respecting bike designer/builder would do in this situation. She headed to Daytona to take Best of Show. But that's not all. Rose clued me in on another project she's working on, but I promised not to tell ... even if it's not bug-bomb black.

Ramble on Rose, ramble on.

—*Flynch* →

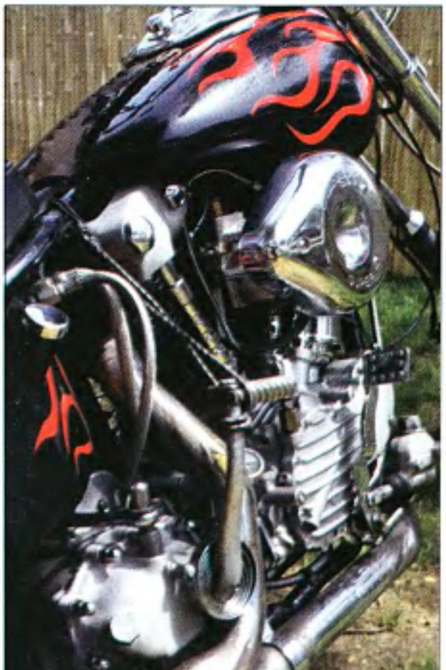
Photos: Steve Kelly

## Peter Hintzell
### Finland
### 1941 Knuckle Chopper

This ain't no rat, it just gets used the way God and H-D intended, getting taken for regular long-distance jaunts.

These photos were taken in Portugal. The '41 Knuckle had just been ridden solidly for three and a half weeks to get there from Helsinki, Finland. Peter wasn't in a hurry so he took the scenic route, visiting Poland, the Czech Republic, Germany, France, and Spain on route. Dig out that atlas, dust it off, and check out just how far away Finland is.

Long forks, narrow bars, and a hardtail form the classic Scandinavian look of this chopper. Peter did most of the work on the bike himself, tidying it up each winter when they have extended periods of daylight, then riding it to the max once the ice melts away. —*Steve Kelly*



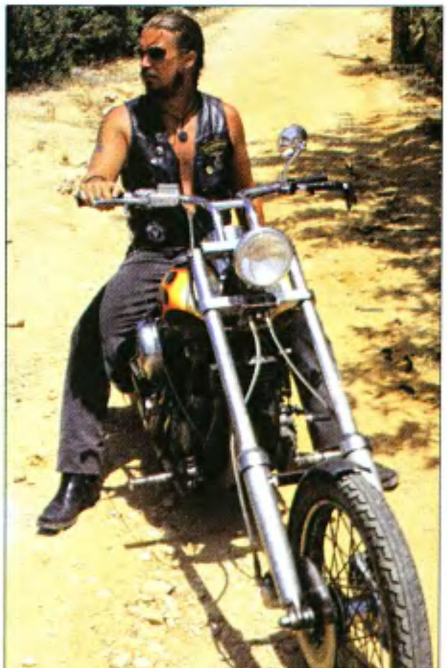


Photo: Kim Peterson

## Jack Stiegler
## Malibu, California
## 1989 Custom H-D

Some guys are marginally into their bikes. They enjoy a ride when the weather's right, and take delight in havin' the dollies gaping in wonder at their big inchers. Others are diehards—they ride rain or shine, and eat, sleep, drink, and screw with their scooters in mind. Jack Stiegler, the owner/builder of this former '89 Springer Softail, slips into a whole 'nother category—the one separating those who are possessed and obsessed, from the also-rans.

Jack's mean green creation has been finished many times over the years, only to be completely torn down and rebuilt with new parts added. How many times? Try 10 years' worth. I've had my own bikes at different shops around town over the past decade, getting serviced or what not, and on few occasions I've seen Jack's sled in a corner of the shop, waiting for this paint or that rebuild, or some other kind of reformation, only to run into it again, in a totally different shape months and even years later. Talk about picky.

Ya gotta realize, Jack isn't into his ride just as a hobby. The independent film producer has no other transportation but his bike, so you'll see him hangin' at the bus bench in Malibu with a backpack and an ever-present bunch of bananas in his arms. And, yep, the local cops give him plenty of grief for being an individual spoke in the hub of plastic glitterati. However, locals who know Jack appreciate him as a low-key, Harley-lovin', freedom-seekin', humble bro with his own ideas of what fits for him on a Hog.

He calls the current version his "green and black, solid brass artistic obsession and creative nightmare." The scoot's done in green and black powdercoat because he wanted to challenge the green bike myth. The engine and frame are the Springer's only original components, and the engine's fins were shaved to fit the crossover pipes. There is no plating anywhere; it's all solid, custom machined, polished brass, from washers, spacers and mounts, to the kicker, fender tips, and air filter cover, a brass ashtray from India. Jack ran through three or four different fenders before he got 'em right to his specs. He's running Performance Machine brakes all around with P.M. mag wheels and stainless rotors.

The sissybar is a melding of three ankhs he got in Hollywood, then braised together. That sits above the stock H-D '42 beehive taillight. A Paughco springer front end replaced the original, and has been strengthened with a support bar to better strap on stuff. This bike's a rolling billboard of Jack's beliefs and causes, from the NRA and F.I.G.H.T., to the World Wildlife Federation. It's all here, done Jack's way. Get 'em, bro. *—Raider Rider*

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# QUARTERHORSE GT

## '98 Muscle Bike

While trying to put the 1998 *Easyriders* New Model Guide together, now on sale exclusively through newsstands everywhere (that oughtta get Bandit off my ass for a while), I got a call from John Covington, owner of Surgical Steeds Classic American Motorcycles, Inc. However, after spitting out that whole name, it was time to go home, so I hung up on him and called back the next day. When I did—I think he was still saying the whole name over and over into the receiver—he told me he was headed out to California for the Oakland Roadster show, and would I mind "looking after our new prototype for the week." This job couldn't get any easier.

After assuring him that I wouldn't damage the bike doin' dyno runs or burnouts, or take it on a "three-hour →

STAFF

GT

tour, a three-hour tour," I watched and waved as he headed off into the California sunset with just a single word in my mind: *Sucker!* The minute he was outta sight, we started puttin' this bike through its paces.

Naming this GT a "Muscle Bike" was right on the money. John has put together a winning combination on the engine, to make this a real runner. Without taking too much away from the ever-important tech sheet, the combination of the Mikuni carb, Thunderheader exhaust, RevTech heads and Andrews cam, made this bike feel like it wanted to run well above the speed limit.

Not wanting to disappoint it, I sped this baby over to County Line Cycles in Simi Valley, California, for a dyno run, where they just happened to be putting the finishing touches on my ride. Scully and Jimmy put this on their dyno and it pulled a respectable 90 horses and 106-foot pounds of torque.

The grips on this bike, furnished by CCI, are a lot more comfortable than expected. The cushioned grip is cut out of the chrome hardware, which allows you to ride a lot longer without hand fatigue. The forward controls allowed enough room to give the old legs a decent stretch, while still allowing enough of a bend to make it comfortable. If you ever have to work on the engine, everything is easy to get to with the exception of the battery, which is located behind the transmission and in front of the swingarm. Although this gives the bike a nice, clean look, it was a bitch to get to when a loose connection developed on my ride home. I later found out that there are four bolts holding the battery plate in place, thanks to Brian Spencer of My Garage (well, not *my* garage, the name of the shop is ... oh, man, not again). All that's required is the ability to get underneath the bike, then it's a snap.

The only other complaint I had (well, *I* didn't have it, the Highway Patrol did), is that the brake light and rear turn signals need to be a little brighter. When riding, the rear indicators also serve as running lights, and the ever diligent officer needed to explain to me why the lights needed to be visible at blah, blah, blah ... have a nice day ... get those fixed or blah, blah, blah ... see ya later, bye! All in all, the bike ran smooth, no doubt helped by Surgical Steeds' trademarked Monoglide suspension, which really helped smooth out the freeway bumps and potholes. John came back to the garage and was talked into lettin' us do a few burnouts. Actually, Snake held onto him while Mutha sat on top of him.

Surgical Steeds will be coming out with a catalog of parts and accessories in the near future. So, if you like those wheels on the GT, get ready because they will be available soon, complete with the Surgical Steeds logo. Check them out in the New Model Guide—again, sold with the *Easyriders* Buyer's Guide at newsstands everywhere—or contact John at Surgical Steeds Classic American Motorcycles, Inc., 9550 North 90th St., Scottsdale, AZ 85258, (602) 661-1990. Tell him Oil Can sent ya. He may have forgiven me by then.

—*Oil Can*

**Manufacturer:** Surgical Steeds
**City:** Scottsdale, Arizona

**General**
Fabrication: Surgical Steeds
Year/make: 1998 Steed
Model: Quarterhorse GT
Value: $28,750
Assembly: Steed
Time: any way you want it in 6 weeks
Chroming: Royal Plating

**Engine**
Year/model: 1998 Steed V2
Rebuilder: Surgical Steeds
Ignition: Crane Hi-4
Displacement: 98 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: J&E
Cases: Delkron
Heads: RevTech dual plug
Cam: Andrews EV-5
Lifters: hydraulic
Carb(s): Mikuni HS42
Air cleaner: K&N
Pipes: Rich Products
Mufflers: Thunderheader

**Transmission**
Year: 1998
Shifting: foot
Engine sprocket: 34-tooth
Wheel sprocket: 70-tooth

**Paint**
Molding: Surgical Steeds
Painter: Chuck & John
Color/type: Viper blue/PPG urethane
Special paint: very racy stripe

**Frame**
Builder: Surgical Steeds
Type: Monoglide, "Softail" style
Rake: 35-degree
Stretch: 2-inch
Other Alterations: Proprietary Monoshock

**Accessories**
Bars: Steed bars
Risers: Intregal tri-bar riser
Handlebar controls: Surgical Steeds
Fender(s): Surgical Steeds
Headlight: 6.5-inch Halogen
Taillight: Ness
Speedo: digital
Dash: H-D
Pegs: UMI
Foot controls: UMI
Gas tank: Steed stretched 5-gallon
Oil tank: 4-quart
Oil system: Baisley
Primary cover: H-D
Seat: LeMans
Sissybar: none
Mirrors: CCI
Grips: CCI

**Forks**
Type: 54mm Ceriani
Builder: Storz

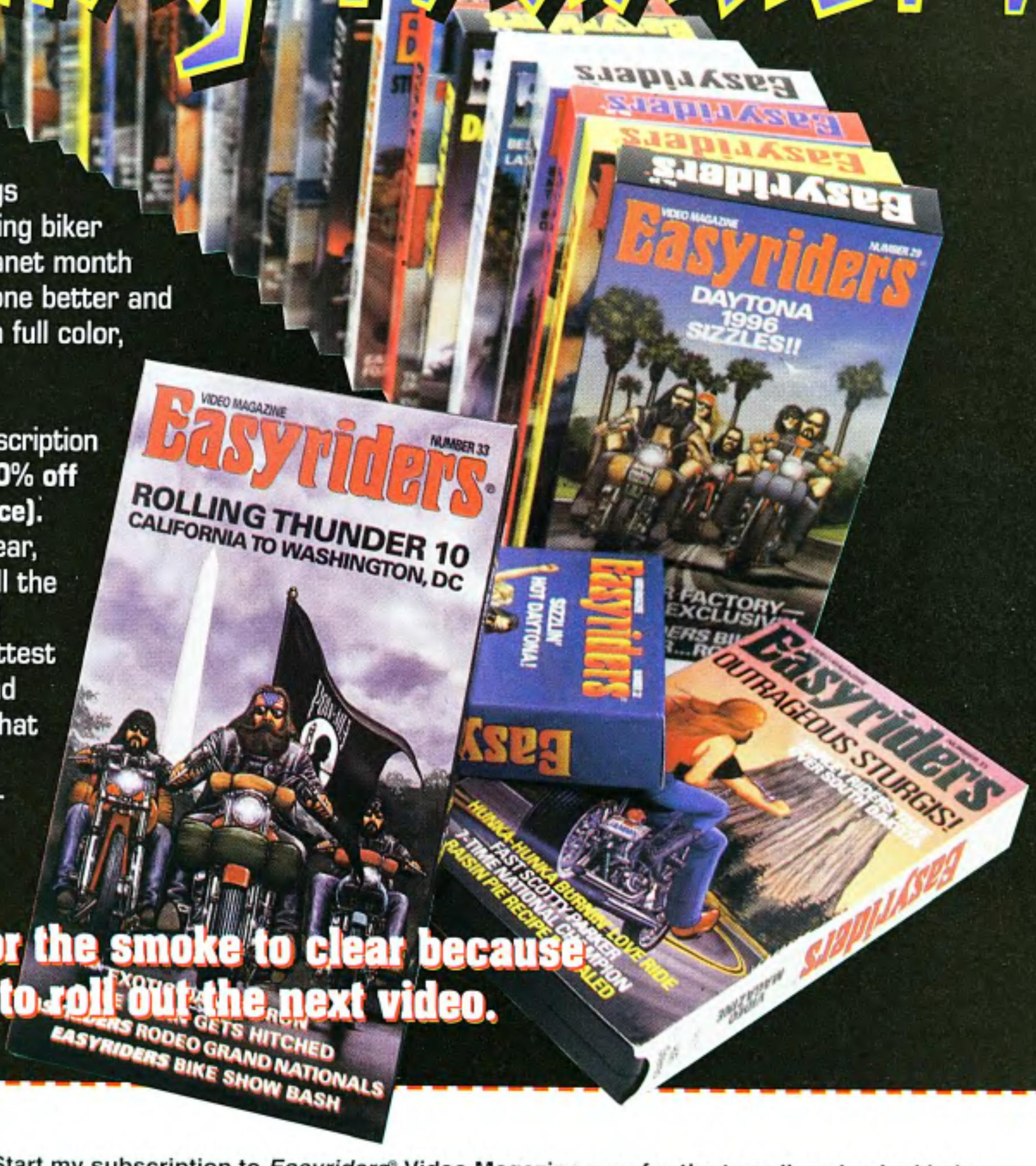
**Wheels**

**Front**
Type: Steed logo billet
Size: 18-inch
Hub: billet
Rim width: 4 inches
Tire: Avon 130
Brake: Wildwood w/Steed floating rotor

**Rear**
Type: Steed logo billet
Size: 18-inch
Hub: billet
Rim width: 5.75 inches
Tire: Avon 180
Brake: Wildwood w/Steed floating rotor

**Other:** Prototype for production model Steeds with "Muscle Bike" styling package
**Photos:** Markus Cuff

# Rolling Thunder!

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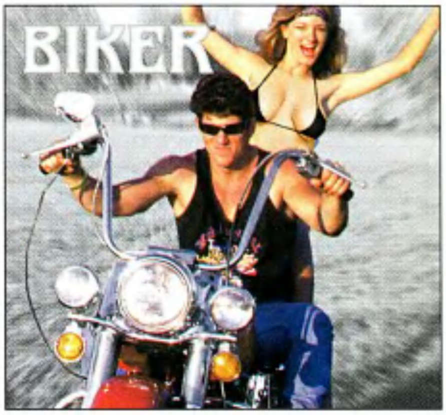
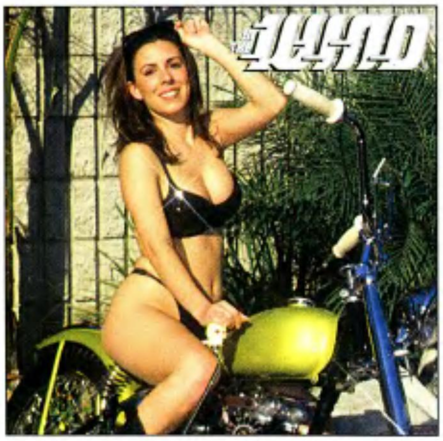
# COMING AT YA

It's **July,** and in honor of our country's 222nd birthday and Harley-Davidson's 95th, we're dusting ourselves off and dressing ourselves up for the illustrious occasion. Yep, H-D is turning 95, and for those of you who've been under a rock and haven't heard, the 95th celebration and Riders Ranch part, June 8-15 in Milwaukee, Wis., is sure to be the party of the year. Mark your calendar and make plans now. To honor the factory tradition and celebrate how damn good they're looking after all these years, we're glossin' up the pages, shinin' up the scoots, and polishin' the pics. This is a collector's edition you won't want to miss. On tap for the party are six sensational scoots, including George Sepulveda's Columbus Best Of Show winner, a deep purple Softail you need to see up close, and another Battistini boulevard blazer. The events are bigger, the girls are more beautiful, and the bikes will be roaring off the pages. Grab one. *On sale June 2*




The **June** issue of *Biker* is dedicated to one thing and one thing only: partyin'. We've got ya covered with a listing of each and every biker party across this here great nation, flavored with some pics of naked and near-naked chicks. What more could ya ask for? 'Cept maybe a free case o' beer ... *On sale now*



*In The Wind's* **July** issue marks our 20th Anniversary and we've got a mind-bendin' issue for ya. There'll be an additional separate fun-filled bonus mag, (U.S. versions only) showing off a gallery of great *Wind* flicks and words from the photogs who created them. Grab it! *On sale now*

**July's** *Quick Throttle* is packed with explosive racing action and enough high-performance scoots to put you into high gear. We've got Hunter Simms' Bay Area Softail, Robert Swartout's Street Rod, Steve Britt's Custom FXR, and Charlie Hadayia's Special Evo. Get one quick! *On sale now*

**June's** *VQ,* the magazine for the custom cycle connoisseur, takes you to Sin City to check out the goings-on at Las Vegas H-D. We've got John Convington's Stealth bike, TJ DelCarlo's FXSTC, and plenty more high-class scoots. Artist Marc Johnson shows off his dream Lamborghiniesque bike. *On sale now*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**June 26, 27, 28, 1998**
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**Middletown, New York**
*A.C.C.W. Professional Wrestling*
**July 3, 4, 5, 1998**
Fireworks Fireworks
Orange County Fairgrounds
(I-84 to Hwy 17 West, to exit 120)

**Wausau, Wisconsin** - *New Location*
**July 10, 11, 12, 1998**
Marathon County Fairgrounds
(I-39 (I-51), to exit 92)

**Keene, New Hampshire**
**July 17, 18, 19, 1998**
Cheshire County Fairgrounds
(Rt. 101 to 12 South)

**Prospect, Pennsylvania** - *8th Annual*
*A.C.C.W. Professional Wrestling*
**July 24, 25, 26, 1998**
Butler County Fairgrounds
(On Rt. 422, 8 miles West of Butler)

**Fowlerville, Michigan** - *6th Annual*
*A.C.C.W. Professional Wrestling*
**August 14, 15, 16, 1998**
Fowlerville County Fairgrounds
(I-96 to Fowlerville exit, go North to Grand River)

**Kankakee, Illinois**
*A.C.C.W. Professional Wrestling*
**August 21, 22, 23, 1998**
Kankakee County Fairgrounds
(Hwy 57 to exit 308)

**GRAND NATIONALS** - *11th Annual*
Chillicothe, Ohio
**Sept. 4, 5, 6, 7, 1998**
Ross County Fairgrounds
(Hwy 35 to Rt. 104 North)

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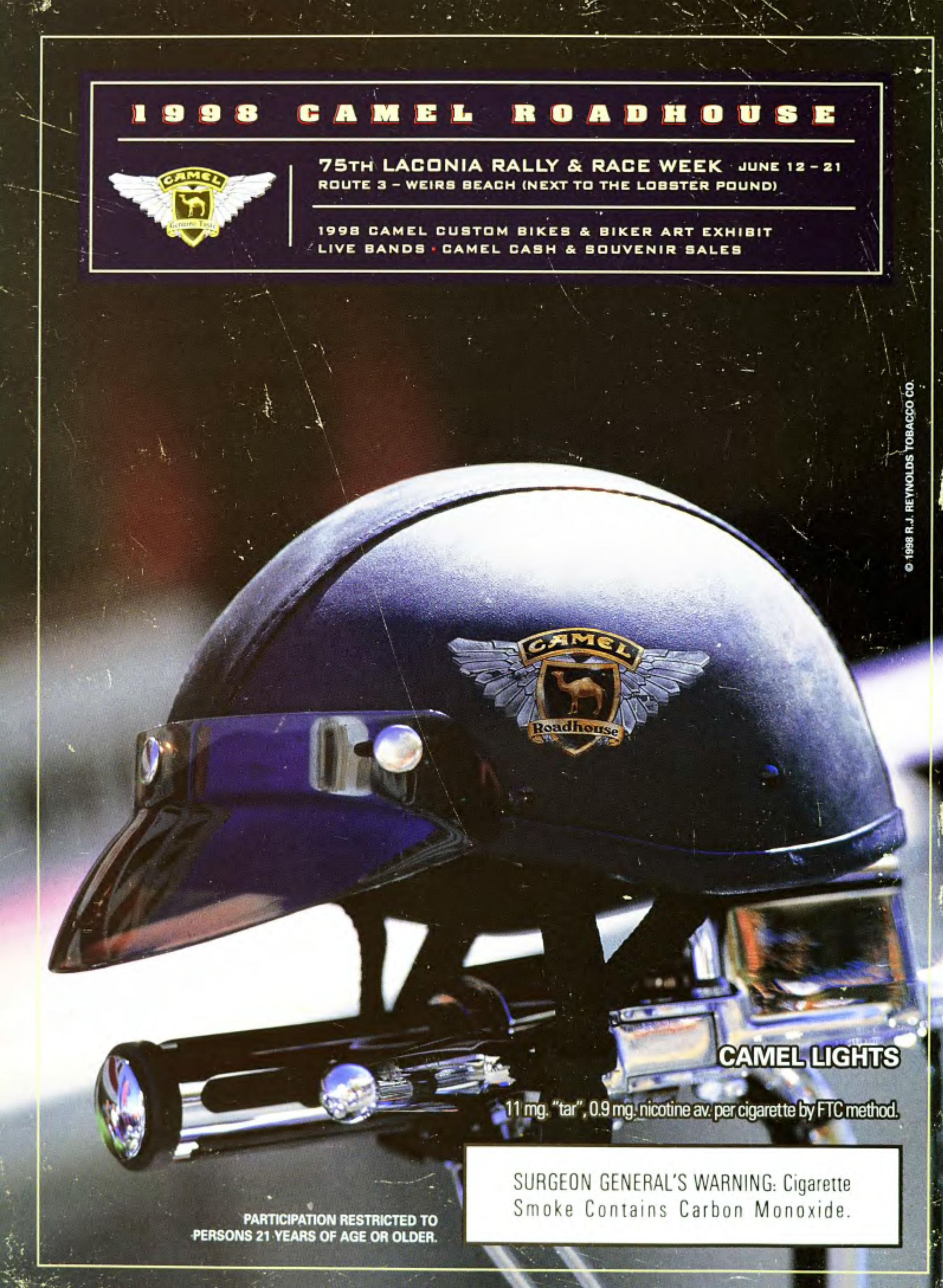
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